

<b>Title:</b>	A-12 FLIGHT LOGS
<b>Abstract:</b>	
<b>Pages:</b>	0283
<b>Pub Date:</b>	3/23/1963 to 7/14/1967
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<b>Release Decision:</b>	RIPPUB
<b>Classification:</b>	U

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

1 MAR 63 23 59z

OUT

APPROVED FOR RELEASE

DATE: MAY 2006

(b) (1)

(b) (3)

PRECEDENCE		TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	PRIORITY	BOOK	MULTI	SINGLE			
INFO	ROUTINE						

8455

SPECIAL INSTRUCTIONS

TO: HQS

INFO: WRIGHT PAT

1-SigCen

1-Cdr

NO NITE ACTION

FLT #4 TEST #15 ON 122, 1 MAR 63. FLYING TIME: 41 MIN.  
 FLOWN BY SCHALK. T.O. GROSS WEIGHT: 90,000 LBS. 21.7% CG.  
 AB CLIMB TO 58,000 TO 2.24 MACH NUMBER. ACCELERATION FELL OFF  
 FROM 2.1 ON UP TO 2.24 MACH. PILOT FELT HE HAD REACHED SPEED  
 LIMIT. HAD DUCT BUZZ FROM 1.98 MACH NUMBER TO 2.24. INTERMITTENT  
 AB OPERATION FROM 2.16 TO 2.24 MACH. DUCT BUZZ DISAPPEARED DURING  
 DECELERATION. LANDING WAS MADE HEAVY WITH 12,000 LBS OF FUEL.  
 LANDING NORMAL WITH PROPER DRAG CHUTE OPERATION.

END OF MESSAGE

DATE	TIME
	1800
	63

SYMBOL		TYPED NAME AND TITLE (Signature, if required)	
PHONE	PAGE NR.	NR. OF PAGES	
SECURITY	1	1	

DD FORM 1 MAY 65 13

REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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SPACE BELOW RESERVED FOR COMMUNICATION CENTER

22 MAR 63 23 31Z

**OUT**

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION <b>PRIORITY</b>	BOOK <input type="checkbox"/> MULTI <input type="checkbox"/> SINGLE <input type="checkbox"/>			
INFO				

FROM: [REDACTED] 8755

TO: [REDACTED] INFO [REDACTED]

OXCART FLT TEST

NO NIGHT ACTION

1. ACFT 122 MADE FLT NUMBER 8 ON 22 MAR 63. TAKE OFF GROSS WEIGHT 91,000 POUNDS; CG 21.5 PER CENT; FLIGHT DURATION ONE HOUR ELEVEN MINUTES. PURPOSE OF FLIGHT: TAKE PICTURES OF EJECTOR FLAP FLUTTER IN TRANSONIC SPEED RANGE. PILOT: LOU SCHALK.

2. AB TAKE OFF AND CLIMB WITH LEVEL OFF AT 20,000 FT. SPEED 395 KEAS (.92 MACH). AFTER COMPLETING FLIGHT REQUIREMENTS AT 20,000 FT, ACFT DESCENDED TO TRAFFIC PATTERN ALTITUDE, MADE 3 RADAR APPROACHES (OCA), 2 LOW PASSES, AND ONE FULL STOP LANDING. CHUTE DEPLOYMENT NORMAL. GENERAL CARTER AND PARTY OBSERVED FLIGHT.

END OF MESSAGE

## SPECIAL INSTRUCTIONS

1 SIG CEN

1 COMDR

1 DCS

1 R&amp;D

DATE TIME

22

1945

SYMBOL

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SECURITY CLASSIFICATION

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DD FORM 1 MAY 58 173

REPLACES DD FORM 173

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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SPACE BELOW RESERVED FOR COMMUNICATION CENTER

**OPERATIONAL  
IMMEDIATE**MAR 63 23 05 **OUT**

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION INFO ROUTINE	BOOK MULTI SINGLE			

FROM:

497

403

INFO

Wm - Pat

SPECIAL INSTRUCTIONS

1 - SIG CEN

1 - COMDR

1 - DCS

① - DCO

1 - R&amp;D

1. ARTICLE 122 MADE FLT 5, 5 MAR 63. DURATION 56 MINUTES.

GROSS WEIGHT 90,000 POUNDS, MAX ALT 62,000 PLUS. PILOT

PURPOSE OF FLT WAS TO EXTEND THE FLT ENVELOPE AND TO  
OBTAIN ADDITIONAL LATERAL - DIRECTIONAL STABILITY DATA.

2. AB TAKEOFF, FOLLOWED BY CLIMB TO 32,000 FEET AND  
300 KEAS, CRUISE TO 70 MILES NORTH OF [ ] AND THEN TURNED BACK  
TOWARD BASE. WITH 24,600 POUNDS OF FUEL REMAINING HE THEN ACCE-  
LERATED FROM M 1.49 TO M 2.35 AT 62,000 PLUS FEET WHEN FLT WAS  
TERMINATED.

3. THE BY PASS DOORS WERE PUT ON AUTOMATIC AT M 1.8 AND  
THEREAFTER THEY FLUCTUATED BETWEEN OPEN AND PARTIALLY CLOSED  
PARTICULARLY ON THE LEFT ENGINE. THIS PRESUMABLY CAUSED A  
SLIGHT YAW TO THE LEFT WHICH IN TURN CAUSED THE SPITTING OUT OF  
THE SHOCK ON THE LEFT SIDE. THRUST THEREFORE STARTED TO DECAY

DATE	TIME
5	1500

63

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SECURITY CLASSIFICATION	1	2	

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DD FORM 173

REPLACES DD FORM 173, 1 MAR 59, WHICH WILL BE USED UNTIL EXHAUSTED

**OUT**



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8497

ON THAT SIDE ALTHOUGH NO ROUGHNESS, COMPRESSOR STALL, OR AB BLEWOUT WAS NOTED. HOWEVER, THE FLT WAS TERMINATED THERE SINCE THE AGPT COULD NO LONGER ACCELERATE.

4. AT THIS POINT THE PILOT STARTED TO GET HOT AND WAS FORCED TO SWITCH TO CROSS OVER TO THE OTHER ENGINE TO KEEP COOL. HE THEREFORE RETURNED TO BASE WITH 12000 POUNDS OF FUEL REMAINING.

5. INSPECTION SHOWED A FAILURE IN THE LEFT ENGINE REMOTE GEAR BOX WHICH IN TURN LED TO THE COCKPIT OVERHEAT. IT WILL BE NECESSARY TO CHANGE THE GEAR BOX WHICH WILL POSTPONE FURTHER FLYING OF 122 UNTIL FRIDAY OR SATURDAY.

6. NUMBER 121 MADE A SECOND FLIGHT TODAY 5 MAR 63 WHICH WILL BE REPORTED LATER.

7. 123, 124 AND 125 ARE ALL SCHEDULED FOR 6 MAR 63. ENGINE RUNS ON 125 ARE BEING DONE THIS AFTERNOON.

END OF MESSAGE

SYMBOL

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SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
1 MAY 55

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## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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SPACE BELOW RESERVED FOR COMMUNICATION CENTER

OPERATIONAL IMMEDIATE 392 OUT

PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	OPERATIONAL IMMEDIATE	BOOK	MULTI	SINGLE		
INFO	REPTING					
FROM	[REDACTED] 8563					SPECIAL INSTRUCTIONS
TO	[REDACTED] 895 WRIGHT-PATER					1 - SIG CEN
PROJECT	[REDACTED]					1 - COMDR
1. ARTICLE 122 MADE FLT 6, 8 MAR 63. DURATION 34 MINUTES						1 - DCS
MAX SPEED M 2.45, MAX ALT 62,000 FEET PLUS. TO-GROSS WEIGHT 91,200 POUNDS, CG 21.7 PERCENT, PILOT LOU SCHALK. PURPOSE OF FLT WAS EXTENSION OF THE FLT ENVELOPE AND HIGH MACH STABILITY CHECKS.						1 - DCO
2. AB TAKEOFF AND CLIMB TO 38,000 FEET FOLLOWED BY ACCELERATING CRUISE TO M 1.8. A TURN WAS THEN INITIATED AT [REDACTED] ACCELERATING TO M 2.0. STABILITY CHECKS MADE AT MACH 2.1 COMING OUT OF THE TURN AND THEN THE ACFT WAS ACCELERATED TO M 2.45 AT 62,000 PLUS FEET RETURNING TOWARD BASE. THE LEFT ENGINE APPARENTLY HAD COMPRESSOR STALL AT 2.45 SO THE THROTTLES WERE PULLED BACK AND AIRCRAFT DECELERATED. STABILITY CHECKS WERE MADE AT .1 MACH INCREMENTS WHILE DECELERATING. A NORMAL LANDING WAS MADE.						1 - R&D
[REDACTED]						DATE 8 MONTH 1230
[REDACTED]						YEAR 63
SYMBOL [REDACTED]						
TYPED NAME AND TITLE (Signature if required)						
W R I T E R	[REDACTED]					
PHONE NO	[REDACTED]					
SECURITY	[REDACTED]					
PAGE 1						
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DD FORM 173

REPLACES DD FORM 173, 1 MAY 55, WHICH WILL BE USED UNTIL EXHAUSTED

OUT

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8563

3. THE BYPASS DOORS WERE <sup>Intentionally</sup> INTENTIONALLY HELD IN A ONE AND ONE-HALF INCH OPEN POSITION BY STOPS WHEN THE CONTROL WAS MOVED TO CLOSED. THIS PERMITTED THE HIGHER SPEED TO BE REACHED. THE SPIKE SCHEDULE WILL AGAIN BE MODIFIED FOR THE NEXT FLT AND THE BYPASS DOORS STOPS ALSO MAY BE CHANGED SLIGHTLY. LAC HOPED TO REACH M 2.8 BY THIS PROCEDURE WHILE WAITING FOR THE REDESIGNED INLET CONTROLS, BUT IN ONE TO TWO WEEKS.

4. ARTICLE 123 IS AIRBORNE AT THIS MOMENT IN AN INS TEST. ARTICLE 125 IS SCHEDULED FOR 1230 HOURS LOCAL TIME. ARTICLE 121 IS SCHEDULED FOR 1600 HOURS LOCAL TIME 8 MAR 63.

END OF MESSAGE

SYMBOL

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SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
MAY 62

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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SPACE BELOW RESERVED FOR COMMUNICATION CENTER

**OPERATIONAL  
IMMEDIATE OUT**

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION: OPERATIONAL IMMEDIATE	BOOK [ ] MULTI [ ] SINGLE [ ]			
INFO: [ ]				

FROM: [ ]	SPECIAL INSTRUCTIONS
TO: [ ]	

TO: [ ] 1695	INFO: [ ] WRIGHT-PAT	1 - SIG CEN
PROJECT [ ]		1 - COMB

1. ARTICLE 122 MADE FLT NUMBER 7 19 MAR 63. GROSS WEIGHT 91,000 POUNDS. CG 21.5 PERCENT. ENDURANCE 52 MINUTES. MAX SPEED M 2.28 AT 60,000 FEET. MAX ALTITUDE 69,700 FEET PILOT PURPOSE OF FLT, PERFORMANCE ENVELOPE EXTENSION, ARTICLE IS EQUIPPED WITH ONE 28K AND ONE 30K AFTERBURNER.

2. SHORTLY AFTER PASSING M 2.0 ARTICLE BEGAN EXPERIENCING DUCT HUMBLE WHICH CONTINUED AND GREW WORSER AS ARTICLE ACCELERATED TO M 2.28. THE PILOT THEN ELECTED TO CLIMB AND SLOW DOWN. AT INITIATION OF CLIMB THE ARTICLE WAS AT M 2.28 AT 60,000 FEET AND THEN CLIMBED TO 69,700 FEET AND 300 KEAS. PILOT ESSENTIALLY HELD M 2.28 FROM 60,000 TO 70,000 FEET. ALTHOUGH AT THE SAME MACH NUMBER THE REDUCED KEAS CARRIED A DISTINCT REDUCTION IN VIBRATION.

3. WHILE AT 400 KEAS PILOT TRIED MANUAL BY PASS DOOR

DATE	TIME
63	1500

SYNOPSIS AND MANUAL SPIKE FULL FORWARD WITH OR		63	
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SECURITY OF [ ]	2	[ ]	

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DD FORM 1 MAY 61 173

REPLACES DD FORM 173, 1 MAY 61, WHICH WILL BE USED UNTIL EXHAUSTED



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8701

IN VIBRATION. HE THEN RETURNED CONTROLS TO AUTOMATIC WITH NO CHANGE. IN AN ATTEMPT TO LEARN MORE ABOUT THIS CONDITION, INCREMENTAL MANUAL BY PASS DOOR CONTROLS WILL BE INSTALLED NEXT WEEK AND I SHOULD GUESS INCREMENTAL MANUAL SPIKE CONTROLS WILL BE THE NEXT STEP. IN EFFECT THE PILOT AND ACFT ARE DESIGNING THE IDEAL SCHEDULE.

4. THERE IS ALSO SOME FEELING THAT THE ENGINE BY PASS DUCTS ARE OPENING TOO SOON CAUSING THE 12 PERCENT INCREASE IN AIR FUEL, THIS BUILDING UP BACK PRESSURE IN THE AIR AND SLOWING THE ENGINE DOWN IN RPM. P AND M DESIRES THIS STATING THAT THEIR ALTITUDE FACILITY HAS NOT SHOWN THIS.

5. AT THE MOMENT THEY ARE BOTH GRASPING THEIR WAY ALONG. IT LOOKS LIKE AN INCREMENTAL STEP BY STEP IMPROVEMENT FROM HERE ON OUT.

6. AFTER A 300 KEAS DESCENT TO 26,000 FEET AN AIR START WAS ATTEMPTED ON RIGHT ENGINE. IT WAS NECESSARY TO MAKE 3 ATTEMPTS AND INCREASE SPEED TO 390 KEAS TO EFFECT A START. START WAS MADE AT 20,000 FEET.

7. ARTICLE USED UP APPROXIMATELY ONE HALF THE FUEL (17 - 20,000 POUNDS) BY TURN AROUND AND M 2.2. HOWEVER, IT RETURNED OVER HOME BASE AT M 2.2 PLUS ON 6,000 POUNDS. LANDING WAS MADE WITH 6,000 POUNDS. NONE WAS DUMPED.

END OF MESSAGE

SYMBOL

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2

SECURITY CLASSIFICATION

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DD FORM 1 MAY 55 173-1

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## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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SPACE BELOW RESERVED FOR COMMUNICATION CENTER

PRIORITY

28 MAR 63 01 03

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PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION PRIORITY	BOOK MULTI SINGLE			
INFO ROUTINE				

FROM	8820	SPECIAL INSTRUCTIONS
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TO: H93	INFO	RIGHT-PAT
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PROSEC FIRST

NO RIGHT ACTION

MR PARANGOSKY FROM [REDACTED] ACFT NUMBER 122 MADE FLT

027 MARCH FOR 0 HOURS 56 MINUTES. PILOT [REDACTED] PURPOSE

ENVELOP EXTENSION. CONFIGURATION OF INLETS WAS SPIKE

SCHEDULED ONE AND ONE-HALF INCHES FURTHER AFT, PLUS FIXED

STOPS IN BYPASS DOORS, KEEPING THEM 1.75 INCHES FROM FULL

CLOSED. DOORS LEFT THIS POSITION AT SPEED ABOVE 1.4 MACH

NUMBER. GROSS WEIGHT 90,000 POUNDS, CG 21.5 PERCENT.

NORMAL AB TAKEOFF, CLIMB. ACCEL TO 1.4 MACH NUMBER AT 40,000

FEET, AT WHICH POINT SPIKE PLACED IN AUTO, BYPASS DOORS CLOSED

TO STOP. NO ROUGHNESS NOTED. ACCELERATED ON OUT TO 2.27

MACH NUMBER AT APPROXIMATELY 60,000 FEET WHERE ROUGHNESS

OCCURRED. CONTINUED ACCELERATION TO 2.35 MACH NUMBER. AT

THIS POINT LEFT ENGINE FIRE WARNING LITE CAME ON. REDUCED

1 - SIG GEN

1 - COMOR

1 - DCS

1 - DCO

1 - R&amp;D

DATE	TIME
27	1500
MONTH	YEAR
	63

SYMBOL	[REDACTED]
TYPED NAME AND TITLE (Signature, if required)	[REDACTED]
PHONE	[REDACTED]
SECURITY	[REDACTED]
CLASSIFICATION	1
NR. OF PAGES	2
Acting Commander	[REDACTED]

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DD FORM 173

REPLACES DD FORM 173, WHICH WILL BE USED UNTIL EXHAUSTED

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3820

BOTH ENGINES TO MIL POWER, CHECKED LEFT MACELLE WITH TEMP SELECTOR, GAVE ALL INDICATIONS OF FIRE. LEFT FIRE WARNING LITE STAYED ON, REDUCED LEFT THROTTLE TO IDLE, LITE STAYED ON. CUT LEFT ENGINE OFF, SHUT OFF LEFT ENGINE EMERGENCY FUEL CUT-OFF SWITCH. THIS ACCOMPLISHED AT 2.26 MACH NUMBER, SHORTLY AFTER EMERGENCY FUEL SHUT-OFF SWITCH ACTUATED, FIRE WARNING LITE WENT OUT. CONTINUED TO BASE ON RIGHT ENGINE. DESCENDED TO 20,000, DECELERATED TO 300 KIAS, HELD THIS CONDITION ON MIL POWER ON RIGHT ENGINE, FUEL AT 10,000 POUNDS TOTAL. AT THIS POINT, RIGHT HYDRAULIC SYSTEM FAILED. PILOT LOWERED GEAR ON NORMAL SYSTEM USING WINDMILL RPM OF 1300 ON LEFT ENGINE FOR HYDRAULIC POWER. GEAR CYCLE LONGER THAN NORMAL, AS EXPECTED. LANDED ON ONE ENGINE ON [REDACTED] DUE TO EXCESSIVE CROSSWINDS ON RUNWAY. EXCELLENT LANDING, NORMAL CHUTE. POINT OF INTEREST WAS THAT NOSE GEAR STEERING REMAINED EFFECTIVE DURING LANDING ROLL DUE TO LEFT ENGINE WINDMILL DOWN TO 1 SYSTEM PRESSURE OF 300 PSI. WHETHER FIRE ACTUALLY EXISTED IN LEFT ENGINE OR MACELLE NOT YET DETERMINED. INSPECTION UNDER WAY TO DETERMINE. FLT ON 123 CANCELLED DUE RAPIDLY DETERIORATING WEATHER. FLIGHTS 26 MAR DOUBTFUL FOR SAME REASON.

END OF MSG.

SYMBOL

PAGE  
NRNR OF  
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SECURITY CLASSIFICATION

2

2

~~SECRET~~DD FORM 173-1  
MAY 66

U. S. GOVERNMENT PRINTING OFFICE



JOINT MESSAGE FORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

OPERATIONAL  
IMMEDIATE

OUT

PRECEDENCE		TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
OPERATIONAL IMMEDIATE		BOOK	MULTI	SINGLE			
INFO:							SPECIAL INSTRUCTIONS
FROM:							
TO:							
<p>1. ARTICLE 122 MADE FLT 10, 11 APR 63. DURATION ONE HOUR AND 2 MINUTES. MAXIMUM SPEED M 91, MAX ALTITUDE 36,000 FEET. PILOT [REDACTED] GROSS WEIGHT 90,000 POUNDS, CG 21.6 PERCENT. PURPOSE OF FLT: FIRST FLT FOR [REDACTED] NUMBER 122, SPEED-POWER POINTS AND HYDRAULIC SYSTEM CHECK DURING GEAR EXTENSION.</p> <p>2. DURING AB TAKE OFF PILOT NOTED A LARGE DIFFERENCE IN FUEL FLOW BETWEEN ENGINES, 1900 POUNDS AND 3000 POUNDS. THIS HAS BEEN ATTRIBUTED TO INSTRUMENTATION. DURING TAKE OFF AND CLIMB INSTRUMENTATION AND CAMERAS WERE ON RECORDING ACTION OF TAIL FLAPS AND TERTIARY DOORS.</p> <p>3. DURING CLIMB OUT THE ENGINES SHOWED A 200 RPM DIFFERENCE REGARDLESS OF HOW PILOT TRIED TO CHANGE THEM.</p> <p>4. THE FIRST POINT WAS TAKEN AT 25,000 FEET AT M. 9 WITH 27,500 POUNDS OF FUEL. HIS NEXT POINT [REDACTED]</p>							
SYMBOL		[REDACTED]					DATE: 11 MONTH 4 1500 YEAR 63
TYPED NAME AND TITLE (Signature, if required)		[REDACTED]					
PHONE	[REDACTED]	PAGE NR	1	NR. OF PAGES	3		
SECURITY CLASSIFICATION	[REDACTED]						

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OUT

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MAY 68

REPLACES DD FORM 1773

WHICH WILL BE USED UNTIL EXHAUSTED



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902

35,000 FEET BUT AT 34,000 HIS RIGHT THROTTLE BEGAN STICKING AND NO MATTER WHERE HE PUT IT, HIGH OR LOW, IT WOULD RETURN TO MILITARY. AS A RESULT FURTHER SPEED POWER CHECKS WERE NOT POSSIBLE. THE ENGINE ALSO WOULD NOT GO INTO AB AND THE LINKAGE ACTED AS THOUGH IT WAS BEING UPON BENDING.

5. DESCENT WAS MADE TO 25,000 TO DUMP FUEL AND LAND, AND AT THIS POINT THE THROTTLE FREED ITSELF. FUEL WAS DUMPED DOWN TO 10,000 POUNDS AND THE TIME REQUIRED TO SHUT OFF AFTER SWITCH WAS PUSHED TO CLOSED WAS 30 SECONDS. THIS INDICATES THAT THE SOLENOID VALVE DID THE SHUTTING OFF AND THE DATE VALVE STUCK ONCE MORE. DATA WILL SHOW WHICH.

6. THE OMMI WAS CHECKED AND WORKED SATISFACTORILY. THE HYDRAULIC SYSTEM WAS CHECKED WITH GEAR DOWN AT 270 KNOTS AND WAS O.K.

7. LANDING WAS NORMAL WITH GOOD CATCH.

8. COMMENTS AS A SEN PILOT WERE: POOREST THROTTLE SET-UP HE'S EVER FLOWN, DIFFICULT TO MOVE AND POSITION, HAS HIGH SPOTS; ACFT HAS NO SATISFACTORY POWER INDICATION AND AS A RESULT FLIES CONSTANTLY IN A XANED ATTITUDE HOLDING A FEW DEGREES RUDDER TRIM (THIS COULD KILL OUR HIGH SPEED POSSIBILITIES DUE TO TAIL DRAG).

ASYMMETRIC THRUST AND 2  $664 \frac{1}{2}$  RUDDER WERE NOTED ON NUMBER 121, 11 APR 63; CHASE; TACHOMETERS ARE VERY INACCURATE;  TAIL PIPE PRESSURE WOULD BE A BETTER THRUST INDICATOR;  AS CHASE PILOT, NOTED THAT THE TSB BURSTS ON LOU'S FLX THIS MORNING 11 APR 63 WERE VERY SHORT AND WONDERED WHETHER A LONGER DURATION SHOT WOULDN'T ENHANCE THE CHANCES OF RELIGHT.

9. ACFT 121, 122, 123 AND 124 ARE ALL SCHEDULED FOR FLIGHTS 12 APR 63.

10. ARTICLE 124 IS AIRBORNE AT THIS TIME AND WILL MAKE A NIGHT REFUELING FLT 11 APR 63.

11. ARTICLE 126 IS COMING ALONG WELL IN REASSEMBLY AND SHOULD HAVE ENGINE HURS

SYMBOL

PAGE

NR OF

SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
MAY 55

~~SECRET~~

9028

WITHIN A WEEK.

12. ARTICLE 125 IS STILL DOWN FOR ARC-50 INSTALLATION WITH NO ESTIMATE OF FLT  
DATE AS YET.

END OF MSG.

SYMBOL

PAGE

NR 3

NR OF

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SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
MAY 65

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## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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SPACE BELOW RESERVED FOR COMMUNICATION CENTER

24 APR 63 112 **OUT**

PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	PRIORITY	BOOK	MULTI	SINGLE		
INFO	ROUTINE					

FROM	9227	SPECIAL INSTRUCTIONS
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TO: HQS	INFO	AF100-5	1-SigCen
PROJECT			1-Cmdr
FLTEST			1-DCS
			1-DM

FLT NBR 11, ACFT NBR 122, 24 APR 63. PURPOSE: TEST ON NEW CONTROL ON INLET CONTROL VALVES AND SPIKES AND AIR STARTS. FLYING TIME: 0:40. PILOT: [REDACTED] T.O. GROSS WEIGHT: 91,000. CG: 21.0. A/B CLIMB FL100 TO MACH NBR .90. PILOTS COMMENTS: FIRST FLT WITH NO STOPS IN BYPASS DOORS FROM 1.4 MACH TO 2.0 MACH SPIKE AND BYPASS DOORS WERE IN AUTO AND NO ROUGHNESS WAS ENCOUNTERED. AT 2.0 MACH NBR AT 55,000 FT LEFT FIRE WARNING LIGHT CAME ON THROTTLE WAS RETARDED LIGHT WENT OUT MISSION WAS ABORTED. NO AIRSTART WERE ATTEMPTED. CHUTE DEPLOYED NORMAL.

END OF MESSAGE

DATE	TIME
24	1400
MONTH	YEAR

SYMBOL		TYPED NAME AND TITLE (Signature, if required)	
PHONE	PAGE NR.	NR. OF PAGES	
SECURITY	1	1	

DD FORM 173

REPLACES DD FORM 173, 1 OCT 62, WHICH WILL BE USED UNTIL EXHAUSTED



## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

25 APR 63 11 30Z

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SPACE BELOW RESERVED FOR COMMUNICATION CENTER

**OUT**

ACTION	PRIORITY	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
		BOOK	MULTI	SINGLE			
INFO	ROUTINE						

TO: [REDACTED] 245	SPECIAL INSTRUCTIONS
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TO: HQS	INFO: [REDACTED]	1-SigCen 1-Cdr 1-DCS 1-DM
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NO MITE ACTION

FLT NBR 12, ACFT NBR 122, 25 APR 63. PURPOSE: INLET CONTROL CHECK AND AIR STARTS. FLYING TIME: 0:48. PILOT: SCHANK. T.O. GROSS WGT: 90,000. CG: 21.6. A/B CLIMB TO FL470 TO EACH NBR 1.6. PILOT'S COMMENTS: AT 1.6 MACH ENCOUNTERED ROUGHNESS OF BOTH SPIKE CONTROL UNITS. DECELERATED POSITION SPIKE FORWARD THEN ACCEL TO 1.58 MACH. ENCOUNTERED ROUGHNESS, OPEN BYPASS DOORS CONDITION SMOOTHED OUT. AT FL450 AT 1.3 MACH MADE FIRST AIRSTART AND CONTINUED WITH 5 MORE STARTS DESCENDING TO 20,000 FT ALL WERE COMPLETED WITH NO PROBLEMS. CHUTE DEPLOYED SLOW BUT WAS NORMAL. ACFT NBR 122 NOT SCHED FOR 26 APR 63.

END OF MESSAGE

DATE	TIME
25	1500
MONTH	YEAR

SYMBOL		TYPED NAME AND TITLE (Signature, if required)	
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SECURITY	CATION		

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DD FORM 1 MAY 63 173

REPLACES FORM 173, WHICH WILL BE USED UNTIL EXHAUSTED

**OUT**

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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SPACE BELOW RESERVED FOR COMMUNICATION CENTER

OPERATIONAL  
IMMEDIATE **OUT**

PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION OPERATIONAL IMMEDIATE		BOOK	MULTI	SINGLE		
INFO ROUTINE						
FROM [REDACTED]		9334				SPECIAL INSTRUCTIONS
TO: [REDACTED] <i>695</i>		[REDACTED] <i>WRIGHT-PAT AFIC-0</i>				1 - SIG CEN
[REDACTED] <i>PROTECT</i>		INFO [REDACTED]				1 - COMDR
[REDACTED] FLTEST						1 - DCS
						1 - DCO
						1 - DCM
						1 - R&D
<p>1. ACFT NUMBER 122 MADE FLT 13 ON 2 MAY 63. PILOT SCHALK. TAKEOFF 0753 HOURS [REDACTED] TIME DURATION OF FLIGHT 52 MINUTES. LANDED AT 0845 HOURS [REDACTED] TIME. T. O. GROSS WT 91,000, CG 21.6 PERCENT. PURPOSE OF FLT: TESTS OF NEW INLET CONTROLS AND SPIKE ACTUATORS.</p> <p>2. SUMMARY: ACFT MADE NORMAL TAKEOFF AND CLIMB OUT, REACHING A MAXIMUM SPEED OF M 1.74 AND MAX ALTITUDE OF 50,000 FEET DURING FLIGHT.</p> <p>3. DURING ACCELERATION THE RIGHT SPIKE HYDRAULIC PRESSURE STARTED TO FLUCTUATE AT M 1.58 AND STARTED FLUCTUATING AT M 1.59. THIS LED TO DUCT RUMBLE AND SHAKE. PILOT IMMEDIATELY PUT SPIKES FULL FORWARD AND RUMBLE STOPPED. HE THEN EASED OUT TO M 1.74 AND OPENED BY-PASS DOORS, WHICH WERE ON AUTOMATIC UP TO THIS TIME. HE NOTICED NO CHANGE IN DUCT ROUGHNESS BUT</p>						
SYMBOL		TYPED NAME AND TITLE (Signature, if required)		DATE		TIME
[REDACTED]		[REDACTED]		2		1130
PHONE [REDACTED]		PAGE NR 1		MONTH		YEAR
SECURITY [REDACTED]		NR. OF PAGES		[REDACTED]		63

~~SECRET~~

DD FORM 1 MAY 1973

REPLACES DD FORM 173, 1 OCT 60, WHICH WILL BE USED UNTIL EXHAUSTED

**OUT**

~~SECRET~~

BTM

COULD FEEL THE CHANGE IN THRUST AS AIR WAS SPELLED.

4. THE NEXT ITEMS ON CARD WERE AIR STARTS. FIRST START ATTEMPTED AT 15,000 FEET HELIX H 1.4 WITH NO SUCCESS. SECOND TRY SUCCESSFUL AT 40,000 FEET AT H 1.26. HE THEN FOLLOWED WITH SUCCESSFUL STARTS AT 16,000, 14,000, AND 20,000. THE LOWEST WAS AT 11,500 RPM AND H 1.65. SCHALK FEELS HE COULD MAKE STARTS AT A LOWER ALTITUDE AT LATER DASH AND WILL TRY IT THIS AFTERNOON 2 MAY 63.

5. LANDING WAS NORMAL WITH GOOD CRUISE.

6. SCHEDULE FOR THIS AFTERNOON 2 MAY 63 INCLUDES GOING WITH ONE SPIKE FULL FORWARD AND OBSERVING OPERATION OF OTHER ONE, PLUS AIR STARTS ALL ON NUMBER 122.

7. NUMBER 121 SUFFERED SEVERE POD ON ENGINE 219 ON GROUND RUN. DAMAGE REPAIR SURVEYED BY P AND W AT THIS TIME WILL KEEP YOU ADVISED.

END OF MSG.

SYMBOL

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NRNR OF  
PAGES

SECURITY CLASSIFICATION

~~SECRET~~

DD FORM 173-1

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

OPERATIONAL IMMEDIATE 1852 OUT

PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	OPERATIONAL IMMEDIATE	BOOK	MULTI			
INFO ROUTE						
FROM [REDACTED] 9852 WRIGHT-PAT AFIC-5 TO: [REDACTED] 1093 INFO [REDACTED] [REDACTED] FLTEST						SPECIAL INSTRUCTIONS 1 - SIG CEN 1 - COMDR 1 - DCS 1 - DCO 1 - DCM 1 - RAD
1. ARTICLE 122 MADE FLIGHT 14 ON 12 JUNE 63. PILOT LOU SCHALK. TAKEOFF 0848 HOURS [REDACTED] TIME, LANDING 0851 HOURS [REDACTED] TIME, DURATION ONE HOUR AND 3 MINUTES. T. O. GROSS WEIGHT 91000, CG 21.6 PERCENT. PURPOSE OF FLIGHT WAS SHAKEDOWN OF AIRCRAFT, A MODIFIED PRODUCTION FLIGHT CARD WAS RUN, PLUS RELIGHTS. 2. NORMAL AB TAKEOFF AND CLIMB TO 20,000 FEET FOLLOWED BY LEVEL FLIGHT, FOLLOWED BY ACCELERATION TO M 1.4 AND 40,000 FEET. DESCENT TO 30,000 FEET DOING SYSTEMS CHECKS. THE EMERGENCY INVERTER SWITCH-OVER WAS THEN MADE AT 30,000 FEET AND SCHALK REPORTS THAT IT IS COMPLETELY UNACCEPTABLE SINCE ALL SAS CHANNELS DROP OFF AND WHEN RE-ENGAGED ONLY "A" CHANNEL COMES BACK. THE INVERTER FIX ON ARTICLE 124 IS BETTER SINCE IT IS MODIFIED SO THAT ALL CHANNELS OF SAS ARE NEVER LOST						
SYMBOL [REDACTED] TYPED NAME AND TITLE (Signature, if required) [REDACTED] PHONE [REDACTED] PAGE NR 1 NR. OF PAGES 2 SECURITY CLASSIFICATION [REDACTED]						DATE 12 MONTH 1130 YEAR 63

DD FORM 173

REPLACES DD FORM 173, 1 OCT 61, WHICH WILL BE USED UNTIL EXHAUSTED



~~SECRET~~

9852

DURING SWITCHOVER

3. RELIGHTS WERE MADE ON BOTH ENGINES AT 20,000 FEET AND 350 KIAS.
4. MAXIMUM SPEED WAS MACH 1.4 AND MAX ALTITUDE 40,000 FEET DURING FLIGHT.
5. NORMAL LANDING WITH GOOD CHUTE DEPLOYMENT.
6. SECOND FLIGHT 12 JUNE 63 HAS BEEN CANCELLED DUE TO OIL PRESSURE DROP ON LEFT S  
WHICH MUST BE INVESTIGATED BEFORE NEXT FLIGHT.

END OF FLIGHT

SYMBOL

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PAGES

SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
MAY 55

U.S. GOVERNMENT PRINTING OFFICE



## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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SPACE BELOW RESERVED FOR COMMUNICATION CENTER

22 JUN 63 07 36Z

OUT

PRIORITY	TYPE MSG (Circled)	ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
INFO	BOOK MULT SINGLE			

FROM: [REDACTED]

9996

WRIGHT-PAT AF 160-S

TO: [REDACTED]

HQS

PROJECT

INFO: [REDACTED]

FLTEST

NO RIGHT ACTION

1. ACFT 122 MADE FLIGHT 15, TEST 41 ON 21 JUNE 63. TAKE OFF AT 1612L TIME FOR 46 MINUTES DURATION. PILOT [REDACTED] TAKE OFF GROSS WEIGHT 93,000 LBS CG 22.0 PER CENT. PURPOSE OF FLY: SPECIAL EXTENSION AND PRESSURE SUIT CHECKOUT FOR [REDACTED]

2. ON PRIOR TO TAKE OFF ENGINE TRIM, LEFT ENGINE WENT INTO A/B BEFORE POWER LEVER PASSED A/B CAM, ALSO VERY SLOW TO TRIM WHEN A/B WAS CUT. RIGHT ENGINE TRIM WAS SATISFACTORY. PILOT MADE A/B TAKE OFF AND CLIMB ON 350 KEAS LINE LEVELLING AT 40,000 FT AND .9 MACH. PILOT STARTED ACCELERATION BUT AUTOPILOT DROVE TO FULL DOWN TRIM. AUTOPILOT WAS DISENGAGED AND ACCELERATION WAS CONTINUED. LEFT SIDE HIGH TEMP LIGHT STARTED FLASHING AT 1.9 MACH. LIGHT STAYED REMAINED ON AS ACFT REACHED 2.2 MACH AND 62,000 FT. LEFT A/B WAS CUT OFF AND HIGH TEMP LIGHT WENT OUT. BOTH ENGINES WERE PLANNED TO BE SHUT DOWN AND ACFT "ZOOMED" 2,000 FEET TO 64,000 FT.

SPECIAL INSTRUCTIONS

1 SIG CEN

1 COMDR

1 DCS

1 DCM

1 DCO

1 EAD

DATE TIME

MOSBY 1745

63

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NOTING COMMANDER

DD FORM 173

REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

~~SECRET~~

9996

DESCENT STARTED, BOTH A/B'S RELIT AND LEFT SIDE HIGH TEMP LIGHT CAME ON. LIGHT AGAIN WENT OUT WHEN LEFT A/B WAS CUT OFF. DESCENT CONTINUED AT REDUCED POWER AND ON DOWNWIND LEG, THE LEFT SIDE HIGH TEMP LIGHT STARTED FLASHING. SCAN POSITION PLACED ON POSITION 1 AND LIGHT REMAINED ON UNTIL ENGINE WAS CUT AFTER LANDING. LANDING AND CHUTE DEPLOYMENT NORMAL. PILOT HAD DIFFICULTY TRIMMING LEFT ENGINE THROUGHOUT FLIGHT. SPIKE CONTROLS WORKED SATISFACTORILY BUT RIGHT BY-PASS DOORS WOULD NOT CLOSE. PRELIMINARY AFTER FLIGHT INSPECTION REVEALED NO SIGNS OF EXCESSIVE HEAT ON LEFT SIDE, SO ASSUME HIGH TEMP LIGHT ILLUMINATION IS AN ELECTRICAL PROBLEM.

3. ACFT 125 JUST COMPLETED ENGINE RUNS AND IS SCHEDULED FOR 0900 TAKE OFF 22 JUNE 63.

END OF MESSAGE

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SECURITY CLASSIFICATION

~~SECRET~~

DD FORM 1 MAY 55 173-1

U. S. GOVERNMENT PRINTING

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

**OUT****PRIORITY**

TYPE MSG (Check)

BOOK

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SINGLE

ACCOUNTING

SYMBOL

ORIG OR REFERS TO

CLASSIFICATION

OF REFERENCE

0231

WRIGHT PAT AF 1605

INFO:

LTEST

NO NIGHT ACTION

SPECIAL INSTRUCTIONS

1 SIG GEN  
1 COMDR  
1 DCS  
1 DCM  
1 DCO  
1 B&D

1. ARTICLE 122 MADE FLIGHT 16 ON 10 JUL 63. TAKE OFF AT 11:29 HOURS LOCAL FOR 52 MINUTES. GROSS WEIGHT 100,000 LBS AND CG 21.8 PER CENT. PILOT: LOU SCHALK. PURPOSE OF FLIGHT: ENGINE OIL CONSUMPTION CHECK AND ENGINE OPERATION CHECK ABOVE 2.0 MACH.

2. A/B TAKE OFF AND CLIMB TO 40,000 FT. PILOT FIRST NOTICED LEFT ENGINE OVER-TEMP CONDITION (860 DEGREES) WHEN PASSING THROUGH 15,000 FT. PILOT BOTTOMED OUT TRIMMER BUT TEMP STILL 800 DEGREES AT 38,000 FT. ACFT LEVELED OFF AT 40,000 FT AND ACCELERATED TO 2.13 MACH. EGT WITHIN LIMITS BUT MILD DUCT ROUGHNESS ENCOUNTERED. ACFT REACHED 62,000 FT AND 2.23 MACH AT END OF 20 MINUTE CRUISE PERIOD. DESCENT MADE ON 300 KRAS LINE. LANDING AND CHUTE DEPLOYMENT NORMAL. RIGHT ENGINE WAS WITHIN HOT LIMITS AT ALL TIMES. LEFT ENGINE AFTERBURNER LEVER INSPECTION INDICATED

DATE 10 TIME 1130

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2

DD FORM 173

**OUT**

REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

JOINT MESSAGEFORM - CONTINUATION SHEET		SECURITY CLASSIFICATION
FROM:	0231	<del>SECRET</del>
<p>CAUSED DAMAGE NOR WERE THERE ANY INDICATIONS OF EXCESSIVE OIL CONSUMPTION IN EITHER ENGINE. OIL CONSUMPTION AND ACTUAL TEMPERATURE TO BE VERIFIED BY TEST INFORMATION.</p> <p>END OF MESSAGE</p>		
SYMBOL	PAGE NR	NR OF PAGES
	2	2
SECURITY CLASSIFICATION		
<del>SECRET</del>		

DD FORM 1 MAY 55 173-1

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

19 JUL 63 17 43Z

**OUT****OPERATIONAL**

ACTION	PRECEDENCE	APPROVED (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
INFO	<b>IMMEDIATE</b>	MULTI SINGLE			
FROM					

0360

INFO:

PS FLEST

SPECIAL INSTRUCTIONS

1 SIG CEN  
1 COMDR  
1 DCS  
1 DCM  
① DCO  
1 R&D

1. AIRC 122 MADE A REJECTED TAKE OFF AT 0730L, 19 JUL 63. T.O. WEIGHT 96,000 LBS, C.G. 21.8 PERCENT. PILOT: [REDACTED] THE PURPOSE OF THE FLIGHT WAS TO HAVE BEEN ENVELOPE EXTENSION UTILIZING MANUAL ENGINE BLEED CONTROLS AND MANUAL BY-PASS DOOR CONTROLS WITH 31.5K AND ONE 30K ENGINE.

2. NO EGT TRIMMING CHECK WAS MADE ON THE ENGINES AT THE END OF THE RUNWAY SINCE ENGINES HAD JUST BEEN CHECKED ON PRIOR RUN UP. WHILE GOING THROUGH ENTIRE PRE-TAKE OFF CHECK LIST [REDACTED] MISSED THE BY-PASS BLEEDS CLOSURE REQUIREMENT. THEY MUST BE CLOSED AT ENGINE R.P.M. OVER 5000. HE THEN PROCEEDED DOWN THE RUNWAY TO TAKE OFF SPEED OF 190 KNOTS WHEN JUST AT LIFT OFF ONE ENGINE STARTED TO BLURB LIKE COMPRESSOR STALL. AFTER SEVERAL OF THESE HE ELECTED TO ABORT, TOUCHED DOWN AT NORTH TAXI WAY, TOUCHED THE BRAKES AND BLEW ALL SIX TIRES, ROLLED ONTO OVERRUN AT 170 KNOTS. POPPED THE CREEPER DOOR

DATE 19 TIME 1830

ON-BLEED WHEEL, TURNED OFF OVERRUN ONTO

WRITER

TYPED NAME AND TITLE (Signature, if required)

PHONE

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SECURITY CLASSIFICATION

~~SECRET~~

DD FORM 173 1 MAY 55

REPLACES FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED



JOIN

CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM: [REDACTED]

0050

AFTER STOPPING [REDACTED] STATED THAT HE STILL HAD 5000 R.P.M. ON BOTH ENGINES AND THAT HIS THROTTLES HAD ONLY BEEN PULLED BACK TO THIS CONTROVERSIAL "HUMP" AND NOT BACK TO IDLE. AS HAS BEEN STATED BEFORE THIS SITUATION OCCURS IN THE FUEL CONTROL UNIT ITSELF AND MUST BE FIXED. WE HAVE, HOWEVER, HEARD OF NO SOLUTION FROM H-S.

3. AN INSPECTION OF THE AIRCRAFT ON THE [REDACTED] SHOWED SOME EVIDENCE OF DAMAGE OTHER THAN THAT TO THE WHEELS, BRAKES, AND TIRES, ALL OF WHICH MUST BE REPLACED. THE AIRCRAFT IS NOW BEING JACKED UP TO PUT NEW WHEELS ON AND IS BEING DEFUELED PRIOR TO TOWING IT BACK TO THE HANGAR. INSPECTION IN THE HANGAR WILL DETERMINE THE EXTENT OF DAMAGE WHICH SHOWS SOME TEARING OF A STRESSED PANEL ON THE UPPER WING SURFACE AND SOME POPPED RIVETS, AND BENDING ON THE LOWER SURFACE. A CREW OF STRESS ENGINEERS PLUS X-RAY EQUIPMENT ARE COMING UP ON THE 4:00 A.M. CONNIE 22 JUL TO ASSESS THE DAMAGE AND NECESSARY REPAIR.

4. AIEC 121 IS SCHEDULED FOR ENVELOPE EXTENSION FLIGHT AT 12:30L WITH RESCHEDULED FUEL CONTROL ON LEFT ENGINE.

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SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
1 MAY 55

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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SPACE BELOW RESERVED FOR COMMUNICATION CENTER

12 JUL 63 00 13z

**OUT**

PRECEDENCE <b>PRIORITY</b>	TYPE MSG (Check) BOOK <input type="checkbox"/> MULT <input type="checkbox"/> SINGLE <input type="checkbox"/>	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
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FROM: [REDACTED]	0251	SPECIAL INSTRUCTION
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TO: H45 [REDACTED] [REDACTED] FLTEST OPS	INFO: [REDACTED]	1 SIG GEN 1 COMDR 1 DCS 1 DCM 1 DCO 1 RAD
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NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 17 ON 11 JUL 63. TAKE OFF AT 12:14 HOURS LOCAL FOR 43 MINUTES. GROSS WEIGHT 91,000 LBS AND CG 21.8 PER CENT. PILOT: [REDACTED] PURPOSE OF FLIGHT: ENVELOPE EXTENSION WITH MANUAL BY-PASS DOOR CLOSURE ABOVE 2.6 MACH.

2. LEFT AND RIGHT ENGINES WERE TRIMMED AT TAKE OFF POSITION TO 77.4 DEGREES EGT. PRIOR TO BRAKE RELEASE, THE ENGINES WERE TRIMMED DOWN TO 74.0 DEGREES EGT ON THE ADVICE OF CHASE PILOT - LOU SCHALK. SCHALK RECOMMENDED THIS ACTION SINCE HE HAD EXPERIENCED A NEAR OVER-TEMP CONDITION ON THE PREVIOUS DAY'S FLIGHT. A/B TAKE OFF AND CLIMB ON THE 350 KIAS/2.0 MACH LINE TO LEVEL OFF AT 40,000 FT AND 375 KIAS. ACFT ACCELERATED FROM 1.5 TO 2.1 MACH WITHOUT INCIDENT (BY-PASS DOORS OPEN 2 INCHES). ACFT WOULD NOT ACCELERATE PAST 2.25 MACH, THEREFORE PILOT DECIDED

SYNOPSIS-TERMINATE TEST. BY-PASS DOORS WERE [REDACTED]	DATE	TIME
	MONTH	1615
		63
TYPED NAME AND TITLE (Signature, if required)	[REDACTED]	
PHONE	[REDACTED]	
SECURITY CLASSIFICATION	SECRET 2	

DD FORM 173 MAY 58

**OUT**

173-1 OCT 49 WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

0254

PILOT REALIZED THAT THE SPIKES HAD BEEN LEFT IN FORWARD POSITION THROUGHOUT FLIGHT. DESCENT, LANDING, AND CHUTE DEPLOYMENT WERE NORMAL. MAX SPEED AND ALTITUDE ATTAINED WERE 2.25 MACH AND 61,500 FT. AFTER FLIGHT INSPECTION REVEALED A CRACKED RIGHT AFTERBURNER LINER. ACFT NOW LAID UP FOR RIGHT ENGINE CHANGE. TENTATIVELY PLANNING TO USE ENGINE NBR 218. ESTIMATE ACFT READY FOR FLIGHT 15 JUL 63.

222

END OF MESSAGE

SYMBOL

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SECURITY CLASSIFICATION

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DD FORM 1 MAY 55 173-1

U. S. GOVERNMENT PRINTING C



## JOINT MESSAGEFORM

SECURITY CLASSIFICATION




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18 JUL 63 03 05Z **OUT**

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FROM: 	0340	SPECIAL INSTRUCTIONS
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TO:  HQS P20 Jp. T	INFO:   <i>REF ID: A61643 WP. 647-PAT</i>	1 SIG CEN 1 COMDR 1 DCS 1 DGM 1 DCO 1 R&D
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NO NIGHT ACTION

1. AIRC 122 MADE FLT 18, 17 JUL 63. DURATION 41 MINUTES, T.O. 1405Z, LANDING 1446Z. PILOT: LOU SCHALK. ~~XXX~~ T.O. GROSS WT 95,000 LBS, C.O. 21.5 PER CENT. PURPOSE OF FLIGHT: ENVELOPE EXTENSION WITH MANUAL ENGINE BLEED CONTROL ON RIGHT ENGINE ~~BLEED CONTROL ON RIGHT ENGINE~~ (31.5K) AND AUTOMATIC ON LEFT ENGINE (30K). BOTH ENGINES WITH MANUAL BY PASS DOOR CONTROLS. MEDIUM SPEED TRIMMERS.
2. MAXIMUM SPEED REACHED WAS M 2.6 AND MAXIMUM ALT 67,000 FT.
3. PILOT REPORTS PLENTY OF EGT TRIM THROUGHOUT FLIGHT BUT HAD RPM DROOP ON LEFT ENGINE (6700). HE KEPT BLEEDS CLOSED UP TO M 2.4 AND HIS ACCELERATION WAS EXCELLENT REACHING MACH 2.5 WITH 18,000 LBS OF FUEL REMAINING.

4. HOWEVER, OPENING AND CLOSING OF MANUAL BY PASS DOORS HAD LITTLE EFFECT ON THE ROUGHNESS WHICH STARTED AT M 2.13 AND CONTINUED

THROUGHOUT. THE ONLY IMPROVEMENT NOTED WAS

TYPED NAME AND TITLE (Signature, if required)

PHONE

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SECURITY CLASSIFICATION

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DD FORM 1 MAY 63 73

REPLACES DD FORM 13, 1 OCT 60, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM: [REDACTED]

0340

THE RPM UP ON THE LEFT ENGINE BY TRIMMING HE GOT A SLIGHT IMPROVEMENT  
IN ROUGHNESS.

5. AIRC 121 IS SCHEDULED TO GO AT 1700Z, 17 JUL 63.

END OF MESSAGE

SYMBOL

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NRNR OF  
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SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
1 MAY 56

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~  
**OUT**

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

14 AUG 63 23 46z

PRIORITY	TYPE MSG (Block)	ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
	BOOK	MULTI	SINGLE	

FROM [REDACTED] 747

TO: HQS

PROJECT

OPS FLTEST

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 19 ON 14 AUG 63. TAKE OFF AT 11:25

HOURS FOR 55 MINUTES. GROSS WEIGHT 90,000 LBS, C.G. 21.7 PERCENT.

PILOT: [REDACTED] MAXIMUM SPEED 2.25 MACH, MAXIMUM ALTITUDE 65,000

FT. PURPOSE: HEAT SOAK AT 2.2 MACH.

2. NORMAL TAKE OFF AND CLIMB TO 40,000 FT, THEN STARTED CLIMB

ON 375 KEAS/LINE UNTIL REACHING SPEED OF 2.2 MACH. POWER LEVER

POSITION WAS APPROXIMATELY ONE THIRD FORWARD FROM MINIMUM A/B POSITION

TO MAXIMUM A/B POSITION TO MAINTAIN 2.2 MACH. FLIGHT WAS VERY SMOOTH

ON OUTBOARD LEG, TURN AT [REDACTED] AND RETURN [REDACTED] AS

ACFT MADE TURN OVER [REDACTED] (2.2 MACH AND 63,000 FT), PILOT NOTICED

FLUCTUATION OF "R" HYDRAULIC SYSTEM GAGE. FLUCTUATION STOPPED WHEN

ACFT WAS STRAIGHT AND LEVEL OUTBOUND. AS ACFT APPROACHED [REDACTED]

[REDACTED] THE RIGHT ENGINE STALLED AND AFTERBURNER BLEW OUT (2.2

AND 65,000 FT). THE PILOT DID NOT NOTICE ANY DEVIATION

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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DD FORM 1 MAY 63 173

REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

~~SECRET~~  
**OUT**

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~FROM: [REDACTED] 07/17

HYDRAULIC SYSTEM GAGE PRIOR TO ENGINE STALL. REDUCTION OF POWER AND BY-PASS DOORS TO OPEN POSITION CLEARED THE STALL. SINCE THE ACFT WAS DECELERATING AND THE MISSION WAS ALMOST COMPLETED AS BRIEFED, THE PILOT ELECTED TO TERMINATE THE FLIGHT. DESCENT, LANDING, AND CHUTE DEPLOYMENT WERE NORMAL.

3. BY-PASS DOORS WERE IN MANUAL CLOSED POSITION TO 40,000 FT THEN AUTOMATIC REMAINDER OF FLIGHT. SPIKES AUTOMATIC ALL THE WAY. ACFT FLEW 24 MINUTES ABOVE 50,000 FT, 19 MINUTES ABOVE 2.0 MACH, AND 16 MINUTES AT 2.2 MACH. PILOT STATED THE ENGINE FUEL CONTROL SUPER FAST TRIMMERS WORKED VERY WELL, BUT THAT LEFT ENGINE THROTTLE BINDING WAS SEVERE AT 4000 R.P.M. AFTER FLIGHT INSPECTION REVEALED THAT A FILLET FROM THE RIGHT UNDER AND AFT PORTION OF THE FUSELAGE WAS LOST DURING FLIGHT.

END OF MESSAGE

SYMBOL

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SECURITY CLASSIFICATION

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DD FORM 1 MAY 55 173-1

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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SPACE BELOW RESERVED FOR COMMUNICATION CENTER

OPERATIONAL  
IMMEDIATE 282 OUT

PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	OP IMM	BOOK	MULTI	SINGLE		
INFO	ROUTINE					

FROM: [REDACTED] 787

TO: 169S WRIGHT-PAT AF100-5

INFO [REDACTED]

LATEST OPS

1. ARTICLE 122 MADE FLIGHT 20 16 AUG 69. PILOT [REDACTED]  
 T. O. GROSS WEIGHT 95,000 POUNDS, CG 21.9 PERCENT. DURATION  
 ONE HOUR AND ONE MINUTE. TAKEOFF TIME 0725 HOURS [REDACTED] ME.  
 MAXIMUM SPEED M. 2.36, MAXIMUM ALTITUDE 75,150 FEET. 32  
 MINUTES ABOVE M 2.0. PURPOSE OF FLIGHT WAS INVESTIGATION  
 OF ENGINE STALLING IN TURN AND EXTENDED HEAT SOAK TIME ABOVE  
 M 2.0. CONFIGURATION WAS 31.5K ENGINES, SUPERFAST TRIMMERS  
 AND FULLY AUTOMATIC SPIKE AND DOOR CONTROLS.

2. TAKEOFF MADE IN AB FOLLOWED BY CLIMB TO 40,000 FEET.  
 ARTICLE THEN ACCELERATED AT 375 KEAS TO M 2.3 WHICH WAS  
 THEN HELD FOR REMAINDER OF FLIGHT. FULL AB WAS MAINTAINED  
 AND MACH NUMBER HELD BY CLIMBING.

3. FLIGHT PROCEEDED NORTH 650 MILES WHERE A RIGHT TURN  
 WAS INITIATED TO DETERMINE IF LEFT ENGINE W [REDACTED]

1 - SIG GEN

1 - COMINT

1 - DCS

1 - DCO

1 - DCM

1 - R&amp;D

DATE	TIME
16	1100
YEAR	69

SYMBOL		SIGNATURE	
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SECURITY	NR. 1	PAGES 2	

~~SECRET~~

DD FORM 173

REPLACES DD FORM 173, OCT 65, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM: [REDACTED]

0738

RIGHT HAD DONE 15 AUG 63. HOWEVER, LEFT ENGINE WAS VERY STEADY WITH NO SPIKE FLUCTUATION. THERE WERE SLIGHT FLUCTUATIONS OF THE RIGHT SPIKE BUT NOTHING SIGNIFICANT DURING THE <sup>TURN</sup> G LOAD WAS VARIED BETWEEN 1.0 AND 1.8 WITH NOTHING SIGNIFICANT APPEARING.

4. HE COMPLETED TURN AND WAS STRAIGHT AND LEVEL FOR HIGH BASE AT [REDACTED] HE WAS AT 70,000 FEET, M. 2.3 AND HAD 14,000 POUNDS FUEL REMAINING. AT [REDACTED] 8,000 POUNDS REMAINED, SO HE CAME OUT OF AB, MADE A TURN OVER BASE DESCENDED AND LANDED. LANDING NORMAL, GOOD CHUTE.

5. [REDACTED] STATED THAT HE HAD TO TRIM EGT CONTINUALLY EVEN WITH FAST TRIMMERS. HE FEELS AUTO TRIM IS HIGHLY DESIRABLE. LAC HAS COMPLETED THEIR TEST STAND TESTS OF THE AUTO TRIM DEVICE AND IT LOOKS SATISFACTORY. THEY ARE PROCEEDING TO GET A SET READY FOR ARTICLE 121.

6. THERE IS NO SCHEDULE FOR NEXT FLIGHT AS YET.

END OF MSG.

SYMBOL

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NRNR OF  
PAGES

SECURITY CLASSIFICATION

~~SECRET~~

DD FORM 1 MAY 55 173-1

U. S. GOVERNMENT PRINTING OFF



## JOINT MESSAGE FORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

19 AUG 63 22 11Z

~~OUT~~

PRECEDENCE	TYPE MSG (C/M/N)	ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	PRIORITY	MULTI	SINGLE	
INFO				

FROM	TO	INFO	SPECIAL INSTRUCTIONS
	1823 AFIC-5 WRIGHT-PAT		

TO	INFO	SPECIAL INSTRUCTIONS
1095		
PROTECT		
IPS FLTEST		

1. ARTICLE 122 MADE FLIGHT 21 ON 19 AUG 63. PILOT: SCHALK. TAKE OFF AT 10:42 HOURS FOR 22 MINUTES. GROSS WEIGHT 98,700 LBS. C.G. 22 PERCENT. MAXIMUM SPEED .6 MACH, MAXIMUM ALTITUDE 17,000 FT. PURPOSE: HEAT SOAK AT 2.2 MACH.

2. TAKE OFF WAS NORMAL, BUT DURING INITIAL CLIMB THE PILOT NOTED GEAR NOT SAFE LIGHT ON. THE CHASE PILOT REPORTED THAT THE NOSE GEAR DOORS APPEARED TO BE OPEN APPROXIMATELY ONE INCH. RECYCLING THE GEAR TWO TIMES DID NOT CORRECT THE SITUATION SO THE FLIGHT WAS TERMINATED. THE PILOT DUMPED 20,000 LBS OF FUEL WHILE IN DESCENT TO LANDING PATTERN. LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

3. NEXT FLIGHT DATE INDEFINITE PENDING INVESTIGATION OF GEAR UP LOCK MALFUNCTION.

END OF MESSAGE

SYMBOL	STGN
TYPED NAME AND TITLE (Signature, if required)	TYPE
PHONE	
SECURITY CLASSIF	
<del>SECRET</del>	
	DCM

DD FORM 1 MAY 55 173

REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

~~OUT~~

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

23 AUG 63 07 50Z

PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	<b>PRIORITY</b>	BOOK	MULTI	SINGLE		
INFO	ROUTINE					

FROM: [REDACTED] 0895 *AF1605 WEIGHT PAT*

TO: [REDACTED] *HQS*

INFO: [REDACTED]

SUBJECT: [REDACTED] *OPS PLTEST*

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 22 ON 22 AUG 63. PILOT: [REDACTED] TAKE OFF AT 1620 HOURS FOR 55 MINUTES. GROSS WEIGHT 98,000 LBS, C.G. 21 PERCENT. MAXIMUM SPEED 1.6 MACH, MAXIMUM ALTITUDE 61,000 FT. PURPOSE: HEAT SOAK.

2. A/B TAKE OFF AND CLIMB TO 15,000 FT. LEVELED OFF AT 15,000 AND PROCEEDED THROUGH "TUNNEL" TO SOUTH EDGE OF [REDACTED] FULL A/B AND CLIMB ON 400 KEAS LINE TO 40,000 FT. STARTED ACCELERATION RUN MAKING TURN TO SOUTH [REDACTED] THE PILOT'S SUIT VENT HOSE BECAME DISCONNECTED DURING TURN. AFTER HOOKING UP SUIT VENT, PILOT CONTINUED ACCELERATION RUN TO 1.6 MACH AND 61,000 FT. COULD NOT ATTAIN SPEED OF 2.4 MACH BECAUSE PILOT COULD NOT KEEP RIGHT ENGINE EGT FROM RISING ABOVE 805 DEGREES.

3. PILOT STATED THAT SOME TYPE OF CHAIN, LANYARD ETC, SHOULD

DATE: 22 MONTH: 8 YEAR: 1963

TIME: 07 50Z

SYMBOL: [REDACTED]

TYPED NAME AND TITLE (Signature, if required): [REDACTED]

PHONE: [REDACTED] PAGE: [REDACTED] NR: [REDACTED]

SECURITY CLASS: [REDACTED] ~~SECRET~~

DCM

DD FORM 1 MAY 58 173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

0895

~~OUT~~

HE ATTACHED TO SUIT VENT HOSE AND SUIT. WHEN HOSE BECOMES DISCONNECTED,  
THE PILOT MUST IMMEDIATELY FEEL AROUND THE COCKPIT TO LOCATE HOSE  
CONNECTION. PILOT ALSO STATED THE SPECIAL OPERATING AREA FLIGHT RESTRICTIONS  
WHICH BECAME EFFECTIVE ON 21 AUG ARE VERY RESTRICTIVE AND HANDED FLIGHT  
TEST OPERATIONS. ACFT TENTATIVELY SCHEDULED FOR 25 AUG.

END OF MESSAGE

SYMBOL

PAGE

NR OF

SECURITY CLASSIFICATION

~~SECRET~~

NR

PAGES

2

2

DD FORM 173-1

~~OUT~~

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~  
**OUT**

9 SEP 63 21 17Z

**IMMEDIATE**

PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	IMMEDIATE	BOOK	MULTI	SINGLE		
INFO	ROUTINE					
FROM	[REDACTED] 1463					SPECIAL INSTRUCTIONS
TO	[REDACTED] 1695 WRIGHT-PAT AFIC-05					
PRO	[REDACTED] INFO [REDACTED]					
[REDACTED] FLTEST OPS						
<p>1. ARTICLE 122 MADE FLIGHT 23, 9SEP63. PILOT [REDACTED] DURATION 57 MINUTES, TAKEOFF TIME 100 HOURS [REDACTED] TIME. GROSS WEIGHT, 95,800 POUNDS, CG 22.9 PERCENT. MAXIMUM SPEED M 2.42. MAXIMUM ALTITUDE 75,800 FEET. PURPOSE OF FLIGHT: TO CLIMB AT 400 KEAS UNTIL ROUGHNESS OR ENGINE STALL OCCUR AND THEN BACK OFF AND CLIMB AT THAT MACH NUMBER UNTIL ENGINE STALL.</p> <p>2. AIRCRAFT CONFIGURATION WAS FULLY AUTOMATIC INLET CONTROLS, SUPERFAST TRIMMERS, ENGINES TRIMMED DURING PRE-FLIGHT TIE DOWN GROUND RUNS. ENGINES WERE NUMBER 213 AND NUMBER 216 REMARKED TO 31.5 K, WITH LATEST AB LINERS, FINE HONEYCOMB, NEXT TO LATEST FUEL CONTROLS SET RICH, CLOCK SPRINGS ON THE THROTTLES.</p> <p>3. TAKEOFF WAS NORMAL FOLLOWED BY CLIMB AT 400 KEAS TO MACH 2.42. AIRCRAFT WAS EXTREMELY SMOOTH TO THIS POINT BUT</p>						
SYMBOL		SIGNATURE		DATE		TIME
TYPED NAME AND TITLE (Signature, if required)		[REDACTED]		9 MONTH		1430
PHONE	[REDACTED]	PAGE NR	NR. OF PAGES	EP		63
SECURITY C	[REDACTED]	3		[REDACTED]		

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DD FORM 1 MAY 55 173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

~~SECRET~~

163

AT 2.42 VIOLENT SURGING OCCURRED FOLLOWED BY AB BLOWOUT. HOWEVER, ENGINE KEPT RUNNING AND AFTER BACKING OFF TO M 2.3 THE AB WAS RELIT AND FLIGHT PROCEEDED. HE THEN CLIMBED AT A STEADY M 2.38 TO 75800 WHERE IN A TURN IN A 30 DEGREE BANK THE RIGHT AB FLAMED OUT DUE TO LOW KEAS (NOT A BLOWOUT). PILOT THEN ELECTED TO ~~RE~~ RETURN TO HOME.

4. TIME ABOVE M 2.0 AND 50,000 FEET WAS APPROXIMATELY 30 MINUTES WHICH IS LONGEST TO DATE. PILOT STATED THAT EVEN THOUGH AIR CONDITIONING WAS SET UP TO FULL COLD HE BECAME VERY WARM AND UNCOMFORTABLE.

5. DURING FLIGHT TRIMMERS WERE USED TWICE ONCE JUST AFTER TAKEOFF FOR A SLIGHT ADJUSTMENT AND LATER DURING M 2.0 PLUS FLIGHT TO EVEN UP RPM OF BOTH ENGINES AT 7250. SUPERFAST TRIMMERS WORKED EXCELLENTLY.

6. PRELIMINARY INSPECTION OF LATEST AB LINERS SHOWED THEM TO BE O.K. TAIL FLAPS OF RIGHT ENGINE DAMAGED IN USUAL FASHION.

7. LANDING WAS NORMAL BUT CHUTE FAILED TO DEPLOY UNTIL ACFT WAS STOPPED BY BRAKING.

8. FOR TOMORROWS FLIGHT THE EJECTOR FLAPS WILL BE PERMANENTLY FIXED WIDE OPEN BY STEEL RINGS IN AN ATTEMPT TO ELIMINATE ANOTHER FLEXIBLE UNKNOWN FROM THE SYSTEM.

9. ARTICLE 121 IS BEING MODIFIED FOR THE NEXT FLIGHT 11 SEP. THEY ARE REPLACING THE INLET BY-PASS DOOR TUBES WITH ONE-EIGHTH INCH MESH TUBES FOR FOOD REASONS, SEALING THE EXIT LOUVERS AND DUMPING THE BY-PASS AIR DOWN AROUND ENGINE AS SECONDARY FLOW. SINCE THIS WILL BE INSUFFICIENT THEY WILL ALSO LEAVE THE OPENINGS IN THE ENGINE ADAPTOR RINGS AS IS. THERE WILL BE NO CHANGES MADE TO THE SHOCK TRAPS BLEED DUMPS AT THIS TIME. THEY ARE AT THIS MOMENT CHANGING ENGINES TO REPLACE THE ONE THAT DAMAGED

SYMBOL

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PAGES

SECURITY CLASSIFICATION

2

3

~~SECRET~~

DD FORM 1 MAY 56 173-1

U. S. GOVERNMENT PRINTING OFF

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

THE AB LINER ON 7 SEP.

10. WE HAVE AN IMPASSE ON THE ENGINES AT THIS TIME WITH THE TWO ON NUMBER 121 HAVING THE LATEST HONEYCOMB BUT THE OLD AB LINERS AND THE TWO ON NUMBER 122 HAVING THE OLD HONEYCOMB BUT THE LATEST AB LINERS.

END FO MSG.

SYMBOL

PAGE  
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3NR OF  
PAGES  
3

SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
1 MAY 55

☆ U. S. GOVERNMENT PRINTING OFFICE



## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

**SECRET**

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

11 SEP 63 00 36Z

**OUT**

ACTION INFO	<b>PRIORITY</b> ROUTINE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
		BOOK	MULTI	SINGLE			

FROM:	[REDACTED]	185	SPECIAL INSTRUCTIONS
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TO:	PROJECT	INFO:	AF160-5 CUR. 40- PAT	1 SIG CEN 1 COMDE 1 DCS 1 DCM 1 DCO 1 R&D
	OPS FLTEST			

1. AIRC 122 MADE FLT 24 ON 10 SEP 63. PILOT: [REDACTED]  
 ENDURANCE 1 HR 12 MINUTES, TAKE OFF TIME 10:35 LOCAL. GROSS WEIGHT  
 101,950 LBS, C.G. 21.9 PERCENT. TAKE OFF DISTANCE 6,500 FT. MAX  
 SPEED M 2.4, MAX ALTITUDE 72,000 FT. PURPOSE OF FLIGHT: HEAT SOAK  
 AT MACH NUMBER JUST BELOW ENGINE STALL AT HIGH ALTITUDE.

2. MAJORITY OF FLIGHT WAS MADE AT M 2.37 AT 70,000 FT. 46 MINUTES  
 ABOVE M 2.0 AND 50,000 FT, 35 MINUTES M 2.37. HAD AB BLOWOUT AT  
 M 2.4 JUST LIKE YESTERDAY.

3. PILOT WENT NORTH TO [REDACTED] AND ON RETURN TO HOME  
 BASE HAD 16,000 LBS FUEL REMAINING, SO MADE ANOTHER LOOP TO [REDACTED]

4. SUIT PRESSURIZATION AND COOLING O.K. SAS SATISFACTORY.

END OF MESSAGE

DATE	TIME
10 SEP 63	1555

WRITER	SYMBOL		SIGNATURE	
	TYPED NAME AND TITLE (Signature, if required)			
	PHONE	PAGE	NR.	TYPED
	SECURITY CLASS	ON	[REDACTED]	

**SECRET**

DD FORM 1 MAY 65 173

REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

**OUT**

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

24 SEP 63 00 38z

~~OUT~~

PRIORITY	TYPE MSG (Check) MULTI SINGLE	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	INFO			

1393	SPECIAL INSTRUCTIONS
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TO: H95	AFIC-OS WRIGHT-PAT	1 SIG CEN
PROJECT	INFO: [REDACTED]	1 COMDR
OPS FLTEST		1 DCS
NO NIGHT ACTION		1 DCM
		1 DCO
		1 R&D

1. ARTICLE 122 MADE FLIGHT 25 ON 23 SEP 63. PILOT: [REDACTED] TAKE OFF AT 13:56 HOURS FOR 1 HOUR AND 11 MINUTES. GROSS WEIGHT 103,000 LBS, C.G. 19 PERCENT, PRESSURE ALTITUDE 4300 FT, TEMPERATURE 79 DEGREES F., TAKE OFF ROLL 6900 FT, TAKE OFF SPEED 200 KNOTS, WIND 3 TO 4 KNOTS, VARIABLE. MAXIMUM SPEED 2.43 MACH, MAXIMUM ALTITUDE 73,000 FT.

PURPOSE: HEAT SOAK.

2. TAKE OFF, CLIMB, AND ACCELERATION TO 2.43 MACH NORMAL. RIGHT ENGINE STALLED WHEN ACFT WAS AT APPROXIMATELY 67,000 FT. STALL CLEARED AND AFTERBURNER RELIT WITHOUT DIFFICULTY. MAJORITY OF FLIGHT WAS AT 2.35 MACH. DESCENT AND LANDING NORMAL, BUT CHUTE DID NOT DEPLOY. CHUTE DOORS FAILED TO OPEN. SPIKES AND BY-PASS DOORS WERE IN AUTOMATIC. SAS WORKED WELL. AUTOPILOT USED IN MACH HOLD MODE AT 2.35 MACH AND WORKED SATISFACTORILY.

SYMBOL	END OF MESSAGE	DATE	TIME
TYPED NAME AND TITLE (Signature, if required)			4630
PHONE	PAGE NR	NR. OF PAGES	63
SECURITY	LOCATION		
<del>SECRET</del>	1		

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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SPACE BELOW RESERVED FOR COMMUNICATION CENTER

7 OCT 63 23 42z

**PRIORITY**

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION <b>RTTY</b>	BOOK <input type="checkbox"/> MULTI <input type="checkbox"/> SINGLE <input type="checkbox"/>			
INFO <b>SECRETARY</b>				

FROM [REDACTED]

1656

TO: [REDACTED] HQS

INFO [REDACTED]

FLYTEST OPS

WR-PAT AF 160-5

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 26 ON 7 OCT 63. PILOT: [REDACTED] - DCM  
 TAKEOFF AT 1200 HOURS [REDACTED] TIME FOR ONE HOUR AND TEN  
 MINUTES. GROSS WEIGHT 100,500 POUNDS, C.G. 24.1 PERCENT,  
 PRESSURE ALTITUDE 4148 FEET, TEMPERATURE 74 DEGREES F.  
 TAKEOFF ROLL 6850 FEET. COMPUTED AND ESTIMATED ACTUAL TAKEOFF  
 SPEED 198 KNOTS WITH ROTATION AT 181 KNOTS WIND LIGHT AND  
 VARIABLE. MAXIMUM SPEED 2.57 MACH, MAXIMUM ALTITUDE 71,500  
 FEET TO 72,000 FEET. PURPOSE: HEAT SOAK AND ENGINE INLET  
 PROBE ROUGHNESS TEST.

2. AB TAKEOFF TO 10,000 FEET, OUT OF HURNER FOR LEVEL  
 FLT UNDER TUNNEL, THEN AB CLIMB AT 350 KEAS TO .9 MACH THEN  
 .9 MACH CLIMB TO 40,000 FEET WHERE LEVEL OFF AND ACCELERATION  
 BEGUN. REQUIRED DIVING TO 38,000 FOR DESIRED SUPERSONIC FLT.  
 CHECKED VARIOUS ENGINEERING PREDICTIONS DURING

SPECIAL INSTRUCTIONS

1- SIG CEN

1- COMDR

1- DCS

1- DCM

1- DCO

1- R&amp;D

DATE	TIME
7	1630
MONTH	
	63

SYMBOL		SIGNATURE	
TYPED NAME AND TITLE (Signature, if required)		TYPE	
PHONE	PAGE NR	NR. OF PAGES	
SECURITY	1	2	
CLASSIFICATION		CLASSIFICATION	
<b>SECRET</b>		DCM	

DD FORM 1 MAY 55 133 REPLACES DD FORM 173, 1 OCT 49 WHICH WILL BE USED UNTIL EXHAUSTED

~~SECRET~~

1656

ACCELERATION, AND CRUISE. EXPERIENCED DIFFICULTY IN ACCELERATING IN TURN AT NORTH  
END OF ROUTE. O.K. AFTER LEVEL OFF ON SOUTH HEADING. ACFT EXPERIENCED UNUSUAL  
YAW DUE TO DIFFERENCE IN ENGINE ASSYMETRY CAUSED BY HIGH FUEL FLOW IN LEFT ENGINE  
IN MILITARY POWER RANGE. O. K. OUT OF MIL RANGE. WHEN MACH HOLD UTILIZED  
INTRODUCED 1.0G ACCELERATION IN CLIMB RATHER THAN HOLDING DESIRED MACH IN LEVEL  
FLIGHT. RESULTED IN HIGH EGT READINGS REQUIRING TRIMMING DOWN BOTH ENGINES.  
ANTICIPATED ENGINE INLET ROUGHNESS AT ANY SPEED BEYOND 2.4 MACH; HOWEVER, ACTUAL  
ROUGHNESS EXPERIENCED WAS OF SUCH LOW MAGNITUDE IT MORE CLOSELY RESEMBLED A CHARAC-  
TERISTIC BUZZ. THE EXPECTED ROUGHNESS DID NOT APPEAR AT MAXIMUM SPEED END OF ~~STANDARD~~  
RUN. RELITE WAS SATISFACTORY. AUTO-PILOT CHECKED <sup>OUT</sup> OTU DURING TEST EXCEPT FOR  
DIFFICULTY MENTIONED IN MACH HOLD. ROUTINE DESCENT, APPROACH AND LANDING MADE WITH  
NORMAL CHUTE DEPLOYMENT AND JETTISON. POSTFLIGHT REVEALED LITTLE DAMAGE TO EJECTOR  
FLAPS AS COMPARED TO PREVIOUS FLIGHTS IN THIS ENVIRONMENT.

END OF MSG.

SYMBOL

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SECURITY CLASSIFICATION

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DD FORM 1 MAY 55 173-1

U. S. GOVERNMENT PRINTING CO.



## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~  
**OUT**

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

00CT53 21 102

ACTION INFO	<b>PRIORITY</b>	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
		<input type="checkbox"/> SINGLE			

1680

TOLAS AF20-5 WK-DAT

INFO

FLIGHT OPS

## SPECIAL INSTRUCTIONS

1-SigGen  
1-Comdr  
1-DCS  
1-DCM  
①-DCO  
1-R&D

1. ARTICLE 122 MADE FLIGHT 27, 9 OCT 1963, DURATION 47 MIN, TAKE OFF TIME 1000 LOCAL. GROSS WEIGHT 100,000 LBS. CG 21.8 PER CENT, TAKE OFF SPEED 202 KM., TSP 60 DEGREES, WIND CALM. MAX SPEED M 2.11, MAX ALT 60,500 FT., PILOT LOU SHALK. PURPOSE OF FLIGHT: ROUGHNESS AT HIGH SPEED INVESTIGATION, NEW RIGHT HAND SPIKE CONTROL INSTALLED.

2. NORMAL TAKE OFF, CLIMB AND ACCELERATION TO M 1.55 AND 45,000 FT WHERE SPIKE NORMALLY BEGINS PROGRAM. AT THIS POINT THE SPIKE BEGAN TO FLUCTUATE BADLY AND LOU COULD FEEL IT SHAKING ENTIRE AIRCRAFT IN YAW. HYDRO PRESSURE FLUCTUATIONS VARIED FROM 500 PSI TO 2500 PSI. ARTICLE CONTINUED TO ACCELERATE TO M 1.94 AND 57,000 WHERE LOU PUT SPIKES ON MANUAL AND THIS STOPPED THE INTERMITTANT FLUCTUATIONS AND SHAKE. AT THIS POINT HE ELECTED TO RETURN HOME, PARTICULARLY SINCE THE WEATHER WAS CLOSING IN RAPIDLY. HE ACCEL-

ERATED ON MANUAL TO 2.11 AND 60,500 FT. ON

DATE	TIME
06 OCT	1345
63	

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DD FORM 173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM - CONFIRMATION SHEET

SECURITY CLASSIFICATION  
SECRET~~SECRET~~

DE TWO)

1680

LANDING WAS MADE WITH 20,000 LBS. OF FUEL, IT WAS NORMAL WITH GOOD CHUTE DEPLOYMENT AND TURN OFF AT TAXIWAY.

3. THE RIGHT HAND SPIKE CONTROL SYSTEM IS BEING CHECKED THIS AFTERNOON FOR THE PROBLEM.

4. NEW SUBJECT: THE REWORKED PARACHUTE WITH NEW SHOULDER STRAPS AND ~~1/2~~ 3/4 INCH THINNER PACK WAS TRIED BY LOU SHALK AND HE SAYS ITS A GREAT IMPROVEMENT OVER THE PRESENT ONE. GOOD SHOULDER MOBILITY, GREAT DEAL MORE COMFORT.

5. NEW SUBJECT: DUE TO BRITTLE ROD END BALL BEARINGS 22 OF THEM MUST BE REPLACED ON EACH OF AIRCRAFTS 127, 128, AND 129, <sup>AND</sup> WILL BE DOWN THE REST OF THE WEEK.

6. NEW SUBJECT: DUE TO DETERIORATING WEATHER CONDITIONS THERE WILL PROBABLY BE NO MORE FLYING TODAY 8 OCT. 1963.

END OF MESSAGE

SYMBOL

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NRNR OF  
PAGES

SECURITY CLASSIFICATION

SECRET

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1 MAY 55 173-1

☆ U. S. GOVERNMENT PRINTING OFF

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

10 OCT 63 20 11z

55647

**OUT****PRIORITY**

ACTION	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	BOOK	MULTI	SINGLE			

INFO						
FRG						

1729

AFICOS Wright-Patt

SPECIAL INSTRUCTIONS

SIG GEN  
1 COMDR  
1 DCS  
1 DCM  
1 DCO  
1 R&D

TO: 1145

INFO:

OPS FLTEST

1. ARTICLE 122 MADE FLIGHT 28 ON 10 OCT 63. PILOT:

TAKE OFF AT 0815 HOURS FOR 1 HOUR AND 23 MINUTES. GROSS WEIGHT:  
107,500 LBS, C.G. 21.45 PERCENT. PRESSURE ALTITUDE 4,235, TEMPERATURE  
49 DEGREES F. TAKE OFF DISTANCE 6,900 FT, TAKE OFF SPEED 203 KNOTS,  
WIND CALM. MAXIMUM SPEED 2.55 MACH, MAXIMUM ALTITUDE 72,000 FT.  
PURPOSE: HEAT SOAK AND INLET ROUGHNESS INVESTIGATION.

2. TAKE OFF CLIMB AND LEVEL OFF AT 10,000 FT AND .9 MACH WERE  
NORMAL. SPIKE AND BY-PASS DOOR CONTROLS WERE IN AUTOMATIC AT START  
OF ACCELERATION RUN. AS ACFT PASSED THROUGH 1.89 MACH, HYDRO PRESSURE  
FLUCTUATIONS INDICATED THAT THE RIGHT SPIKE WAS MOVING IN AND OUT  
VERY RAPIDLY. AIRCRAFT SHAKING AND YAW MOVEMENTS CONFIRMED RIGHT  
SPIKE MALFUNCTION. THE RIGHT SPIKE CONTROL WAS PLACED IN NORMAL  
FORWARD AND THE BY-PASS DOORS WERE PLACED IN ~~MANUAL OPEN~~  
MANUAL OPEN. THESE ACTIONS ELIMINATED THE SHAKE, BUT YAW WAS STILL  
APPARENT BECAUSE OF THRUST DIFFERENTIAL BETWEEN LEFT AND RIGHT

DATE 10 TIME 1300  
YEAR

WRITER TYPED NAME AND TITLE (Signature, if required)

PHONE

SECURITY CLASS

ON

~~SECRET~~

173

DD FORM 173 MAY 55

REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM: [REDACTED]

1729

~~OUT~~

ENGINES. THE ACFT MADE A 180 DEGREE TURN [REDACTED] AND  
ACCELERATED TO 2.55 MACH FOR THE RETURN LEG TO [REDACTED] THE ACFT  
PASSED OVER [REDACTED] AT 2.55 MACH AND 72,000 FT. DESCENT, LANDING,  
AND CHUTE DEPLOYMENT WERE NORMAL.

3. THE PILOT REPORTED THAT LEFT ENGINE, SPIKE, AND BY-PASS  
DOOR OPERATION WERE EXCELLENT. RIGHT ENGINE SPIKE AND BY-PASS DOOR  
PROBLEMS WERE THE SAME AS PREVIOUS FLIGHT. AUTO-PILOT OPERATION WAS GOOD  
ON ALTITUDE AND HEADING HOLD BUT MACH HOLD WAS TOO SENSITIVE. THE  
PILOT REPORTED THAT SUN REFLECTIONS IN THE COCKPIT MADE IT DIFFICULT  
TO READ FLIGHT INSTRUMENTS. HE WAS FORCED TO USE ONE HAND AS A SUN  
SHIELD. HE RECOMMENDS DEVELOPMENT OF HELMET VISOR OR SUN SHADE FOR  
THE CANOPY. THE AIRCRAFT IS NOW SCHEDULED FOR TWO MORE FLIGHTS TODAY.  
BOTH ARE IN THE .7 TO 1.2 MACH RANGE, 37,000 FT TO INVESTIGATE  
TERTIARY DOOR AND EJECTOR PLAP OPERATION.

END OF MESSAGE

SYMBOL

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NRNR OF  
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SECURITY CLASSIFICATION

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DD FORM 1 MAY 55 173-1

U.S. GOVERNMENT PRINTING CO.

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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SPACE BELOW RESERVED FOR COMMUNICATION CENTER

11 OCT 63 02 45Z

55671

**OUT****PRIORITY**

ACTION

TYPE MSG (Check)

ACCOUNTING SYMBOL

ORIG. OR REFERS TO

CLASSIFICATION OF REFERENCE

INFO

ROUTINE

BOOK

MULTI

SINGLE

1750

1095

AFICUS W/19/AF/PAT

PROJECT

INFO: [REDACTED]

OPS FLTEST

NO FLIGHT ACTION

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DCM
- 1 DCO
- 1 R&D

1. ARTICLE 122 MADE FLIGHT 29 ON 10 OCT 63 (SECOND FLIGHT OF DAY).

PILOT: [REDACTED] TAKE OFF AT 1227 HOURS FOR 57 MINUTES. GROSS WEIGHT 85,400 LBS, C.G. 21.8 PERCENT. MAXIMUM SPEED 1.55 MACH, MAXIMUM ALTITUDE 44,500 FT. PURPOSE: PERFORMANCE INVESTIGATION AT TRANSONIC SPEED RANGE.

2. ENGINES WERE TRIMMED TO 775 DEGREES BEFORE TAKE OFF AND WERE NOT TOUCHED FOR REMAINDER OF FLIGHT. TAKE OFF CLIMB AND LEVEL OFF WERE NORMAL. THE FIRST PERFORMANCE RUN WAS MADE AT MAXIMUM POWER, 350 KEAS, .7 MACH TO 1.2 MACH. THE SECOND PERFORMANCE RUN WAS MADE AT MILITARY POWER, 350 KEAS, .7 MACH TO .93 MACH AT WHICH TIME ACFT WAS POWER LIMITED. ON RETURN [REDACTED] THE PILOT ACCELERATED TO 1.55 MACH AND 44,500 FT TO BURN FUEL, REDUCE WEIGHT AND BE AT PROPER ALTITUDE IN THE SPECIAL OPERATING AREA. DESCENT, LANDING, AND CHUTE DEPLOYMENT WERE NORMAL.

DATE

TIME

1545

63

SYMBOL

SIGNATURE

TYPED NAME AND TITLE (Signature, if required)

TYPE

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SECURITY CLASS

ON

~~SECRET~~

DCM

DD FORM 173

**OUT**

FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM

1750

OUT

3. DURING CLIMB OUT THE RIGHT ENGINE EGT WAS 780 AND THE LEFT ENGINE EGT WENT TO 815, HOWEVER, BOTH ENGINES WERE WITHIN LIMITS DURING CRUISE CONDITIONS. THE ACFT IS SCHEDULED FOR ANOTHER TRANSONIC SPEED FLIGHT ON 11 OCT 63. AN ATTEMPT WILL BE MADE TO DUPLICATE ALL CONDITIONS OF THIS FLIGHT, EXCEPT THAT THE TERTIARY DOORS WILL BE BLOCKED OPEN.

END OF MESSAGE

SYMBOL

PAGE  
NRNR OF  
PAGES

SECURITY CLASSIFICATION

~~SECRET~~

2

2

DD FORM 1 MAY 55 173-1

GOVERNMENT PRINTING OFF

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

12 OCT 63 21 30z

55/119  
~~OUT~~**PRIORITY**

ACTION	PRIORITY	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
		BOOK	MULTI	SINGLE			
INFO	ROUTINE						

1730

AF100-S WRIGHT-PAT

PROJECT

INFO:

FLTEST OPS

## SPECIAL INSTRUCTIONS

1 SIC CEN  
1 COMDR  
1 DCS  
1 DCM  
1 DCO  
1 R&D

1. ARTICLE 122 MADE FLIGHT 30 ON 12 OCT 63. PILOT: SCHALK.

TAKE OFF AT 0740 HOURS FOR 26 MINUTES. GROSS WEIGHT 87,000 LBS,  
C.G. 23 PERCENT. MAXIMUM SPEED 1.2 MACH, MAXIMUM ALTITUDE 39,000 FT.  
PURPOSE: PERFORMANCE INVESTIGATION AT TRANSONIC SPEED RANGE.

2. TAKE OFF, CLIMB, AND LEVEL OFF WERE NORMAL. THE FIRST PERFORMANCE  
RUN WAS <sup>made</sup> AT MAXIMUM POWER 350 KEAS, .7 MACH TO 1.2 MACH. THE SECOND  
PERFORMANCE RUN WAS MADE AT MILITARY POWER, 350 KEAS, .7 MACH TO .93  
MACH AT WHICH POINT THE AIRCRAFT BECAME POWER LIMITED. DESCENT, LANDING,  
AND CHUTE DEPLOYMENT WERE NORMAL.

3. THE TERTIARY DOORS WERE BLOCKED OPEN FOR THE FLIGHT. THE AIRCRAFT  
IS SCHEDULED FOR A SECOND FLIGHT TODAY, DUPLICATING THE FIRST FLIGHT  
CARD, EXCEPT THAT THE TERTIARY DOORS WILL BE FREE SWINGING.

END OF MESSAGE

DATE TIME

WRITER	SYMBOL		SIGNATURE	
	TYPED NAME AND TITLE (Signature, if required)			
	PHONE	PAGE NR	NR OF PAGES	TYPED
	SECURITY CLASSIFICATION	<div style="border: 1px solid black; width: 100px; height: 100px; margin: 0 auto;"></div>		
	<div style="border: 1px solid black; width: 100px; height: 100px; margin: 0 auto;"></div>			

DD FORM 173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

~~SECRET~~

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

~~SECRET~~

12 OCT 63 21 32z

55720

**OUT****PRIORITY**

ACTION	PRIORITY	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
INFO	ROUTINE	BOOK MULTI SINGLE			

1791

AF100-S WRIGHT-PAT

INFO:

PROJECT  
TEST OPS

## SPECIAL INSTRUCTIONS

1 SIG CEN  
1 COMDR  
1 DCS  
DCM  
DCO  
R&D

1. ARTICLE 122 MADE FLIGHT 31 ON 12 OCT 63, (SECOND FLIGHT OF DAY). PILOT SCHALK. TAKE OFF AT 1120 HOURS FOR 27 MINUTES. GROSS WEIGHT 87,000 LBS, C.G. 23 PERCENT. MAXIMUM SPEED 1.2 MACH, MAXIMUM ALTITUDE 39,000 FT. PURPOSE: PERFORMANCE INVESTIGATION AT TRANSONIC SPEED RANGE.

2. TAKE OFF, CLIMB, AND LEVEL OFF WERE NORMAL. THE FIRST PERFORMANCE RUN WAS MADE AT MAXIMUM POWER 350 KEAS, .7 MACH TO 1.2 MACH. THE SECOND PERFORMANCE RUN WAS MADE AT MILITARY POWER, 350 KEAS, .7 MACH TO .93 MACH AT WHICH POINT THE AIRCRAFT BECAME LIMITED. DESCENT, LANDING, AND CHUTE DEPLOYMENT WERE NORMAL.

3. ~~MAXIMUM~~ THE TERTIARY DOORS WERE FREE SWINGING ON THIS FLIGHT; OTHERWISE, THIS FLIGHT WAS THE SAME AS NHR 30. THE PILOT STATED THAT HE COULD NOT TELL ANY DIFFERENCE BETWEEN TERTIARY DOORS BLOCKED OPEN AND FREE SWINGING.

DATE TIME

SYMBOL	END OF MSG
TYPED NAME AND TITLE (Signature, if required)	
PHONE	PAGE NO.
SECURITY CLASSIFICATION	REMARKS

DD FORM 173 1 MAY 58

REPLACES DD FORM 173, 1 OCT 48, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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SPACE BELOW RESERVED FOR COMMUNICATION CENTER

25 OCT 63 01 26z

55962

OUT

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION: <b>PRIORITY</b>	BOOK MULT SINGLE			
INFO: <b>ROUTINE</b>				

2032 1695 PROTECT OPS FLTEST NO NIGHT ACTION	INFO AFICOS WRIGHT-PAT	SPECIAL INSTRUCTIONS 1 SIG CAN 1 CONDR 1 DCS 1 DCM 1 DCO 1 RAD
--	---------------------------	--

- ARTICLE 122 MADE FLIGHT 32 ON 24 OCT 63. PILOT [REDACTED] TAKE OFF AT 15:41 HOURS FOR 57 MINUTES. GROSS WEIGHT 101,350 LBS, C.G. 21.8 PERCENT, TAKE OFF SPEED 200 KNOTS, TAKE OFF ROLL 7000 FT, PRESSURE ALTITUDE 4300 FT, TEMPERATURE 68 DEGREES, WIND CALM. MAXIMUM SPEED 2.53 MACH AND MAXIMUM ALTITUDE 71,600 FT. PURPOSE: AIRCRAFT PERFORMANCE WITH 80 SQ INCHES OPENINGS IN ENGINE ADAPTER RINGS.
- TAKE OFF, CLIMB AND LEVEL OFF AT 40,000 FT WERE NORMAL. ACFT ACCELERATED TO 2.46 - 2.50 MACH FOR 25 MINUTES OF CRUISE AT 67,000 FT. ENGINE INLET ROUGHNESS EXPERIENCED AT 2.51 MACH (375 KEAS). DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

SYMBOL	DATE	TIME
TYPED NAME AND TITLE (Signature, if required)		
PHONE		
SECURITY CLASSIFICATION		

RECEIVED

DD FORM 173

DD FORM 173

REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

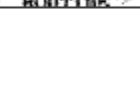
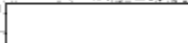





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31 OCT 63 01 45Z

**PRIORITY**

56100

PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE	
ACTION <b>RTY</b>		BOOK <input type="checkbox"/> MULTI <input type="checkbox"/> SINGL <input type="checkbox"/>					
INFO ROUTINE							
FROM  <b>2161</b>						SPECIAL INSTRUCTIONS	
TO: <b>U.S.</b>		INFO 				1 - SIG CEN	
SUBJECT <b>FLTEST OPS</b>						1 - COMDR	
NO MIGHT ACTION						1 - DCS	
						1 - DCM	
						1 - DCO	
						1 - R&D	
<p>1. ARTICLE 122 MADE FLT 33 on 30 OCT 63. PILOT SCHALK. TAKE OFF AT 1330 HOURS  ME FOR 37 MINUTES. GROSS WEIGHT 90,500 POUNDS. CG 20.0 PERCENT. MAXIMUM SPEED 2.45 MACH, MAXIMUM ALTITUDE 66,000 FEET. PURPOSE: ACFT PERFORMANCE - RIGHT SPIKE SET ONE AND ONE-HALF INCHES AHEAD OF NORMAL SCHEDULE.</p> <p>2. AFTER NORMAL TAKE OFF, CLIMB WAS ACCOMPLISHED ON THE 375 KEAS LIVE TO 66,000 FEET. AS ACFT PASSED THROUGH 2.1 MACH, SLIGHT HYDRO PRESSURE FLUCTUATIONS INDICATED RIGHT SPIKE INSTABILITY. INLET ROUGHNESS DEVELOPED AT 2.42 MACH, BUT STALLS DID NOT OCCUR. DESCENT AND LANDING WERE NORMAL. THE DRAG CHUTE FAILED TO DEPLOY (DOORS DID NOT OPEN) AND THE ACFT USED APPROXIMATELY 2,000 FEET OF OVERRUN. ACFT SCHEDULED FOR NEXT FLT AFTERNOON OF 31 OCT. THE LEFT AND  ALTITUDE PROBES WILL BE SWITCHED FOR THIS FLT.</p> <p>END OF MSG.</p>						DATE	TIME
						30	1630
							63
WRITER		TYPED NAME AND TITLE (Signature, if required)		REMARKS			
PHONE		PAGE NR.		PAGES 1			
SECURITY		CLASSIFICATION					
		<b>SECRET</b>					

DD

FORM

1 MAY 58 173

REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED



JOINT MESSAGEFORM		SECURITY CLASSIFICATION	
<b>PRIORITY</b> 2 NOV 63 02 44Z		<b>SECRET</b> <b>OUT</b> 56176	
SPACE BELOW RESERVED FOR COMMUNICATION CENTER			
PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO
ACTION	BOOK	MULTI	SINGLE
INFO			
FROM			
2236 TO: <i>WRIGHT-DAY AFIC-5</i> INFO: <i>PROJECT</i> LTEST OPS NO NIGHT ACTION			SPECIAL INSTRUCTIONS 1 - SIG CEN 1 - COMDR 1 - DCS 1 - DCM 1 - DOD 1 - RAD
1. ARTICLE 122 MADE FLT 34 ON 1 NOV 63. PILOT [REDACTED] TAKE OFF AT 1225 HOUR [REDACTED] ME FOR 00:55 MINUTES. GROSS WEIGHT 89,300 POUNDS. C.G. 20.0 PERCENT. MAXIMUM SPEED 2.48 MACH, MAXIMUM ALTITUDE 72,800 FEET. PURPOSE: ACFT PERFORMANCE - TWO ACCELERATION CLIMBS, ONE ON THE 350 KEAS LINE AND ONE ON THE 400 KEAS LINE, UNTIL ENCOUNTERING ROUGHNESS.			
2. AFTER NORMAL TAKE OFF EXTERNAL PICTURES WERE TAKEN OF ON EJECTOR FLAPS AT 10,000 FEET, BOTH ACCELERATION CLIMBS. POWER WAS REDUCED TO MINIMUM AB AND ACFT CRUISE CLIMBED TO 72,800 FEET ON SECOND RUN. DESCENT, LANDING AND DRAG CHUTE WERE NORMAL.			
3. SPIKE AND BY-PASS DOORS AUTOMATIC. SWITCHING [REDACTED] ND			
SYMBOL		SIGNATURE	
TYPED NAME AND TITLE (Signature, if required)		TYPED	
PHONE	PAGE NR.	NR. OF PAGES	
SECURITY	CATION	2	
<b>SECRET</b>		[REDACTED]	

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2236

AND RIGHT SPIKE ALTITUDE PROBES DID NOT ALLEVIATE THE RIGHT SPIKE HYDRO-PRESSURE  
FLUCTUATION PROBLEM REPORTED ON LAST FLIGHT. HYDRO-PRESSURE FLUCTUATED APPROXIMATELY  
400 PSI THROUGHOUT FLIGHT. TIME OVER 50,000 FEET, 15 MINUTES. TIME OVER 2.0 MACH,  
13 MINUTES.

END OF MSG.

SYMBOL

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SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
1 MAY 55

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

SECRET

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**OUT**

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

16 NOV 63 20 40Z

56462

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION INFO PRIORITY	BOOK MULTI SINGLE			

2517

WRIGHT-PAT AF100-5

TO: [REDACTED]  
 INFO: [REDACTED]  
 PROJECT [REDACTED]  
 FLTEST OPS  
 NO NIGHT ACTION

## SPECIAL INSTRUCTIONS

1-SigGen  
 1-Comdr  
 1-CCS  
 1-DCN  
 1-ADCO  
 1-R&D

1. ARTICLE 122 MADE FLIGHT 35 ON 16 NOV 63. FIELD [REDACTED]  
 TAKE-OFF AT 0730 HOURS FOR 36 MINUTES. GROSS WEIGHT 89,850  
 POUNDS. MAXIMUM SPEED 1.3 MACH, MAXIMUM ALTITUDE 42,000 FEET.  
 PURPOSE: ACCELERATED CLIMB PERFORMANCE INVESTIGATION. SPIKES  
 AND BY-PASS DOORS IN AUTOMATIC, 160 SQ IN SLOTTED ENGINE  
 ADAPTER RING, SHOCK TRAP ON BLEED OVERBOARD AT BY-PASS DOOR  
 LOUVERS.

2. TAKE-OFF AND AFTERBURNER CLIMB ON 350 KEAS LINE TO 42,000  
 FEET AFTER WHICH [REDACTED] DESCENDED TO 8,000 FEET FOR SECOND  
 CLIMB. AIRCRAFT ACCELERATED TO 400 KEAS, .7 MACH AT 8,000  
 FEET. [REDACTED] APPLIED MAXIMUM AFTERBURNER AND ROTATED AIRCRAFT  
 TO APPROXIMATELY 40 DEGREE ANGLE FOR CLIMB ON 400 KEAS LINE.  
 AIRCRAFT STARTED TO ACCELERATE IMMEDIATELY AND [REDACTED] STOFF  
 AFTERBURNER AT 440 KEAS. WHEN AIRCRAFT DECELERATED

DATE	TIME
16 NOV 63	2030
	63

WRITER	SYMBOL	SIGNATURE
	TYPED NAME AND TITLE (Signature, if required)	TYPED
	PHONE	PAGE NR. OF PAGES
	SECURITY C	

~~SECRET~~

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM

TWO)

2517

STILL IN 40 DEGREE PITCH ANGLE, MAXIMUM AFTERBURNER WAS REAPPLIED.

CLIMB TEST WAS TERMINATED AT 400 KEAS, 1.3 MACH, 38,000 FEET.

STATED THAT CLIMB PERFORMANCE MUCH BETTER AT 400 KEAS THAN AT 350 KEAS.

AIRCRAFT IS BEING READY D FOR TURNAROUND FLIGHT. TEST CARD NOT ESTABLISHED YET.

END OF MESSAGE

SYMBOL

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NRNR OF  
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SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
1 MAY 55

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U. S. GOVERNMENT PRINTING OFF

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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SPACE BELOW RESERVED FOR COMMUNICATION CENTER

17 Nov 63 07z

56467

PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	PRIORITY	BOOK	MULTI	SINGLE		
INFO	ROUTINE					
FROM						
TO	445 2522 Wright-Patt AF 10-5					
INFO	PROSEIT TEST OPS					
NO NITE ACTION						
<p>1. ARTICLES 122 MADE FLIGHT 36 ON 16 NOV 63 (SECOND FLT OF DAY). PILOT [REDACTED] TAKE OFF AT 12:42 HOURS FOR 56 MINUTES. GROSS WEIGHT 89,600 POUNDS. C.G. 21.8 PERCENT. MAXIMUM SPEED 2.45 MACH AND MAXIMUM ALTITUDE 64,000 FEET. PURPOSE: ENGINE RE-LIGHT JUST BELOW INLET ROUGHNESS SPEED (APPROX) 2.4 MACH).</p> <p>2. TAKE OFF AND CLIMB ON 400 KEAS LINE TO 2.4 MACH WERE NORMAL. CLIMB SPEED WAS REDUCED TO 375 KEAS IN PREPARATION FOR ENGINE RELIGHT OPERATION. THE "L" HYDRAULIC SYSTEM GAGE WENT TO 100 PSI. [REDACTED] TERMINATED THE FLIGHT TEST AND RETURNED TO BASE IN MINIMUM AFTERBURNER. LANDING GEAR WAS LOWERED BY THE EMERGENCY SYSTEM. LANDING AND CHUTE DEPLOYMENT WERE NORMAL. NOSE GEAR STEERING NOT AVAILABLE DUE TO "L" HYDRO SYSTEM FAILURE AND BRAKES SEEMED VERY MARGINAL TO [REDACTED] ACFT ROLLED OUT ON OVERRUN AND [REDACTED] SHUTDOWN BOTH [REDACTED] BE-</p>						<p>SPECIAL INSTRUCTIONS</p> <p>1-SigCen 1-Comdr 1-DCS 1-DCM 1-DOO 1-RD</p>
SYMBOL						DATE
TYPED NAME AND TITLE (Signature, if required)						TIME
PHONE						16
SECURITY C						MONTH
PAGE NR.						1115
NO. OF PAGES						YEAR
<p>SECRET</p>						

DD FORM 1 MAY 55 173

FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM: [REDACTED]

E TWO

2500

CAUSE BRAKE ACTION WAS NOT STOPPING KETIX AIRCRAFT. AIRCRAFT CAME  
TO STOP ON [REDACTED] WEST OF OVERRUN. NO DAMAGE.

END FO MESSAGE

SYMBOL

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NRNR OF  
PAGES

SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
1 MAY 55

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2

~~SECRET~~

U. S. GOVERNMENT PRINTING OFF

JOINT MESSAGEFORM				SECURITY CLASSIFICATION	
SPACE BELOW RESERVED FOR COMMUNICATION CENTER					
22 NOV 63 02 37z				<del>SECRET</del> <b>OUT</b> 56605	
<b>PRIORITY</b>					
PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO
ACTION <b>PRY</b>		BOOK MULTI SINGLE			
INFO <b>ROUTINE</b>					CLASSIFICATION OF REFERENCE
FROM [REDACTED] 2646				SPECIAL INSTRUCTIONS	
TO: HQS INFO WP-PAT BE/GO-S				1 - SIG CEN	
[REDACTED] FLTEST OPS				1 - COMDR	
NO NIGHT ACTION				1 - DCS	
1. ARTICLE 122 MADE FLT 37 ON 21 NOV 63. PILOT [REDACTED]				1 - DOM	
TAKEOFF AT 1524 HOUR: [REDACTED] TIME FOR 00:47 MINUTES. GROSS				① - DCO	
WEIGHT 70,000 POUNDS, CG 22 PERCENT. MAX SPEED: 2.64 MACH,				1 - R&D	
MAX ALTITUDE 70,000 FEET. PURPOSE: EVALUATION OF 160 SQ					
INCH SLOTTED OPENING IN ENGINE TO NACELLE ADAPTER RING.					
2. TAKEOFF, CLIMB AND CRUISE AT 2.2 MACH TO [REDACTED]					
[REDACTED] WERE NORMAL. AFTER 180 DEGREE TURN, ACFT ACCELERATED					
TO 2.64 MACH AND 70,000 FEET AT WHICH POINT ROUGHNESS					
DEVELOPED. LEFT ENGINE WAS RETARDED TO IDLE AND STALL					
DEVELOPED. THROTTLE ADVANCED TO MIL POWER, STALL CEASED AND					
SPEED INCREASED TO 2.5 MACH. LEFT THROTTLE AGAIN RETARDED					
TO IDLE AND STALL DEVELOPED. WHEN ACFT DECELERATED TO				DATE 21 1960	
1.9 MACH, ROUGHNESS CEASED. DESCENT WAS MADE FROM 70,000				MONTH 11 YEAR 63	
FEET ON 300 KEAS LINE WITH LEFT ENGINE IN IDLE					
SYMBOL		TYPED NAME AND TITLE (Signature, if required)		SIGNATURE	
PHONE [REDACTED]		PAGE NR. 2		[REDACTED]	
SECURITY [REDACTED]		[REDACTED]		[REDACTED]	

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

2646

DIFFICULTIES ENCOUNTERED. FINAL DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MSG

SYMBOL

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NR  
2NR OF  
PAGES  
2

SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
1 MAY 55

☆ U. S. GOVERNMENT PRINTING OFF

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

26 Nov 63 21

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**OUT**

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	BOOK	MULTI	SINGLE	
INFO				

FROM:

[REDACTED]

20

TO:

[REDACTED]

1105

[REDACTED]

PROJECT

PS FLTEST

INFO:

[REDACTED]

NO NIGHT ACTION

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDA
- 1 DCS
- 1 DCM
- 1 DCO
- 1 RZD

1. ARTICLE 122 MADE FLIGHT 38 ON 26 NOV 63. PILOT: [REDACTED]

TAKE OFF AT 0847 HOURS FOR ONE HOUR AND TWO MINUTES. GROSS WEIGHT 91,000 LBS, C.G. 20.2 PERCENT. MAXIMUM SPEED 2.35 MACH, MAXIMUM ALTITUDE 65,000 FT. PURPOSE: ACCELERATE ON 400 KEAS LINE TO INLET ROUGHNESS, BACK-OFF TO 375 KEAS, RETARD ONE THROTTLE TO IDLE, IF A STALL DID NOT DEVELOP, SHUT-DOWN THE ENGINE AND ATTEMPT RELIGHT.

2. TAKE OFF AND CLIMB ON 400 KEAS LINE TO 65,000 FT WERE NORMAL. DURING THE LEFT TURN AT 65,000 FT AND 2.35 MACH FOR RETURN TO BASE, THE "L" HYDRO SYSTEM STARTED TO FLUCUATE AND THEN THE LEFT ENGINE A/B BLEW OUT. SPIKES WERE PUT TO FORWARD POSITION AND THE BY-PASS DOORS WERE OPENED. INLET ROUGHNESS AND ENGINE SURGE PERSISTED UNTIL ACFT DECELERATED TO 2.1 MACH, WHEN ACFT HAD ACCELERATED TO 2.35 MACH, THE LEFT ENGINE STALLED AGAIN. [REDACTED] TERMINATED THE TEST CARD

DATE	TIME
26	1350
MONTH	DAY

SYMBOL	
TYPED NAME AND TITLE (Signature, if required)	
PHONE	
SECURITY CLASS	
PAGE	2
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FORM 1 MAY 58 173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM:

AND CHECKED OUT MACH HOLD AT 1.95 MACH. SYSTEM HELD ACFT PLUS  
.02 MACH. AS ACFT PASSED THROUGH 63,000 FT AND 300 KEAS, THE LEFT  
ENGINE WAS RETARDED TO IDLE. AT 60,000 FT, THE RIGHT ENGINE WAS ALSO  
RETARDED TO IDLE. ENGINE OPERATION WAS NORMAL THROUGHOUT DESCENT.  
LANDING WAS NORMAL, BUT THE CHUTE FAILED TO DEPLOY. ACFT USED  
6,000 FT OF OVERHAUN BEFORE STOPPING.

END OF MESSAGE

SYMBOL

PAGE  
NRNR OF  
PAGES

SECURITY CLASSIFICATION

INITIALS

DD FORM 1 MAY 55 173-1

★ GOVERNMENT PRINTING OFFICE: 1948-638346



JOINT MESSAGE FORM				SECURITY CLASSIFICATION	
SPACE BELOW RESERVED FOR COMMUNICATION CENTER					
28 NOV 53 00 022					
50782					
PRECEDENCE		TYPE MSG (C/M/S)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO
ACTION: PRIORITY		DOODLE MULTI SINGLE			
INFO: ROUTINE					
FROM: [REDACTED]				SPECIAL INSTRUCTIONS	
[REDACTED] FLTEST OPS				1-SigCen 1-Comdr 1-DCS 1-DCo 1-DCM 1-R&D	
<p>1. ARTICLE 122 MADE FLT 39 27 NOV 63. DURATION 35 MIN., T.O. TIME 1206 LOCAL. MAX SPEED M2.31, MAX ALT 63,000 FT. T.O. GROSS WEIGHT 91,000 LBS, C.G. 20 PERCENT. PILOT LOU SCHAUK. PURPOSE OF FLIGHT: ENGINE SHUT DOWN AND RESTART AT HIGH MACH NUMBER.</p> <p>2. AFTER TAKE OFF AIRCRAFT CLIMBED TO M2.31 AND 63,000 FT. AB'S WERE SHUT DOWN AND RIGHT THROTTLE RETARDED BUT VIOLENT STALL OCCURRED BEFORE REACHING IDLE. PILOT COULD NOT CLEAR STALL WITHOUT ADVANCING SPIKES. STALL CLEARED AND SPIKES RETURNED TO AUTOMATIC. THIS WAS TRIED AGAIN AND NO STALL OCCURRED UNTIL ENGINE WAS ACTUALLY SHUT DOWN AND THEN RIDE BECAME EXTREMELY ROUGH. SPEED APPROX M2.15. ENGINE RESTARTED BEFORE STALL CLEARED WITH SPIKES FULL FORWARD AND SPEED M1.90.</p> <p>3. THE CURRENT MODIFICATIONS OF DUMPING SHOCK TRAP BLEED AIR INTO BY-PASS AREA HAS NOT PROVED TOO GOOD AND WILL PROBABLY BE SHELVED.</p>					
END OF MESSAGE				DATE TIME	
[REDACTED]				NOV 27 1515	
[REDACTED]				NOV 63	
WRITER: [REDACTED] TYPED NAME AND TITLE (Signature, if required) PHONE: [REDACTED] PAGE NR. 1 NR. OF PAGES 1 SECURITY CLASSIFICATION 1 SECRET					

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

4 DEC 63 01 56Z

~~SECRET~~  
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56927

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION <b>PRY</b>	BOOK <input type="checkbox"/> MULTI <input type="checkbox"/> SINGLE <input type="checkbox"/>			
INFO <b>ROUTINE</b>				

SPECIAL INSTRUCTIONS

FROM [REDACTED] 012

TO: HQS

INFO [REDACTED]

[REDACTED] LTEST OPS

NO NIGHT ACTION

1. ARTICLE 122 MADE FLT 40 3 DEC 63 AT 1500 HOURS [REDACTED] TIME FOR 30 MINUTES. GROSS WEIGHT 90,000, C.G. 21 PERCENT. MAX SPEED 2.51 MACH, MAX ALTITUDE 65,000 FEET. PILOT LOU SCHALK.

2. NORMAL TAKEOFF AND CLIMB. AT M 2.51 RETARDED THROTTLE AND STALLED, ADVANCING THROTTLE CLEARED STALL.

3. AT M 2.0 RETARDED THROTTLE AND STALLED. MOVING SPIKES FORWARD AND OPENING BY-PASS DOORS DID NOT CLEAR. ENGINE FLAMED OUT AND VERY ROUGH DOWN TO M 1.39. RESTARTED THEN AND RETURNED HOME.

END OF MSG.

DATE [REDACTED]

MONTH 3530

63

SYMBOL	SIGNATURE
TYPED NAME AND TITLE (Signature, if required)	TYPED
PHONE [REDACTED]	[REDACTED]
SECURITY [REDACTED]	[REDACTED]
NR. OF PAGES 1	

DD FORM 1 MAY 55 173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

JOINT MESSAGEFORM		SECURITY CLASSIFICATION	
SPACE BELOW RESERVED FOR COMMUNICATION CENTER		<b>SECRET</b> <b>OUT</b>	
7 Dec 63 01 29z		57112	
PRECEDENCE <b>PRIORITY</b> INFO ROUTINE FROM: [REDACTED]	TYPE MSG (Check) BOOK MULTI SINGLE	ACCOUNTING SYMBOL	ORIG. OR REFERS TO CLASSIFICATION OF REFERENCE
TO: [REDACTED] <b>2901</b> [REDACTED] <b>AFHQ-S WP PAT</b> INFO: [REDACTED]		SPECIAL INSTRUCTIONS 1 SIG CEN 1 COMDR 1 DCS 1 DCM 1 DCO 1 R&D	
NO NIGHT ACTION			
1. ARTICLE 122 MADE FLT 41 ON 6 DEC 63. PILOT: [REDACTED] TAKE OFF AT 11:42 HOURS FOR 49 MINUTES. GROSS WEIGHT 91,600 LBS, C.G. 20.2 PERCENT. MAXIMUM SPEED 2.6 MACH, MAXIMUM ALTITUDE 69,000 FT. PURPOSE: INLET INVESTIGATION.			
2. TAKE OFF AND CLIMB ON 375 KEAS LINE TO POINT OF 2.6 MACH. RIGHT BY-PASS DOORS OPEN AND RIGHT THROTTLE RETARDED TO IDLE. STALLS WERE CLEARED BY MANUALLY PLACING THE RIGHT SPIKE FORWARD. DECELERATION TO 1.55 WHERE ENGINE WAS SHUT DOWN. ROUGHNESS OCCURRED BUT SMOOTHED OUT AT 1.36 AND A GOOD RE-LIGHT OBTAINED. POINT OF 1.8 MACH OBTAINED AND SAME PROCEDURE ON LEFT ENGINE ATTEMPTED. LEFT SPIKE FORWARD DID NOT CLEAR ROUGHNESS. ROUGHNESS CLEARED AT 1.3 MACH AND A GOOD RE-LIGHT OBTAINED. MACH TRIM WAS VERY POOR, REQUIRED A LARGE AMOUNT OF FORWARD PRESSURE TO OVERCOME. DESCENT, LANDING AND CHUTE NORMAL.			
END OF MESSAGE			
SYMBOL TYPED NAME AND TITLE (Signature, if required) PHONE SECURITY CLASS [REDACTED]	SIGNATURE [REDACTED] TYPED [REDACTED] [REDACTED]		
PAGE NR. 1 NR. OF PAGES 1 <b>SECRET</b>	DATE MONTH 12 YEAR 63		

DD FORM 173 1 MAY 55

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## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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11 JAN 64 12 28z

~~OUT~~

58124

ACTION	<b>PRIORITY</b>	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
		BOOK	MULTI	SINGLE			
INFO	ROUTINE						

FR		SPECIAL INSTRUCTIONS
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TO: MAS	INFO: W.A. PAT. AET-605
PROJECT	
OPS FLTEST	

1 SIG CEN  
1 COMDR  
1 DCS  
1 DCM  
1 DCO  
1 RAD

## NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 43 ON 10 JAN 64. PILOT  
TAKE OFF AT 1101 FOR 53 MINUTES. GROSS WEIGHT: 100,000 POUNDS  
C.G. 21 PERCENT. TAKE OFF DISTANCE: 6300, TAKE OFF SPEED 210  
KNOTS, PRESSURE ALTITUDE: 4300 FT, TEMPERATURE: 38 DEGREES,  
WIND: 330/13. MAXIMUM SPEED 2.35 MACH, MAXIMUM ALTITUDE:  
71,000 FEET. PURPOSE: FIRST HIGH SPEED FLIGHT AFTER INLET SPEED  
BURBLE (NICE) AND SHOCK TRAP AIR BLEED TO ENGINE NACELLE MODIFICATION.  
SPIKES AND BY-PASS DOORS IN AUTOMATIC.

2. TAKE OFF CLIMB AND LEVEL OFF AT 40,000 FT WERE NORMAL.  
AIRCRAFT WAS ACCELERATED ON THE 375 KEAS LINE AND AT 2.2 MACH,  
63,000 FEET, BOTH SHOCKS POPPED AND AFTERBURNERS BLEWOUT. BY-  
PASS DOORS OPEN AND SPIKES FORWARD CLEARED THE STALLS IMMEDIATELY  
AND THE AFTERBURNERS WERE RELIT. AS AIRCRAFT ACCELERATED THROUGH  
2.2 MACH FOR SECOND TIME, THE RIGHT ENGINE SHOO

DATE 10  
TIME 1615

WRITER	SYMBOL	SIGNATURE
	TYPED NAME AND TITLE (Signature, if required)	TYPED (for)
	PHONE	PAGE 1
	SECURITY CLASS	SECRET

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DCM

DD FORM 173

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## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM

1474

PROCEDURE AS ABOVE CLEARED STALLS, BUT STALLS OCCURRED AGAIN EACH  
TIME AIRCRAFT ACCELERATED THROUGH 2.2 MACH. FLIGHT CARD WAS  
TERMINATED. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

SYMBOL

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2

2

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## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~~~SECRET~~

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16 JAN 64 02 33Z

12000

PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION <b>PRIORITY</b>	BOOK	MULTI	SINGLE			
INFO						

## SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMUS
- 1 DCS
- 1 DCM
- 1 DCO
- 1 R&D

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT <sup>14</sup>46 ON 15 JAN 64. PILOT: SCHALK.  
 TAKE OFF AT 0917 HOURS FOR 46 MINUTES. GROSS WEIGHT: 100,000 POUNDS,  
 C.G. 21 PERCENT, TAKE OFF DISTANCE 5500 FEET, TAKE OFF SPEED: 209 KNOTS,  
 PRESSURE ALTITUDE: 4100 FEET, TEMPERATURE: 28 DEGREES, WIND: 320/17 KNOTS,  
 MAXIMUM SPEED: 2.52 MACH, MAXIMUM ALTITUDE: 68,000 FEET. PURPOSE  
 INLET INVESTIGATION TO 2.5 MACH WITH ENGINE SHUTDOWNS AT 1.7 MACH  
 AND 2.2 MACH.

2. TAKE OFF, CLIMB AND ACCELERATION TO 2.5 MACH WERE GOOD. NO  
 ROUGHNESS WAS EXPERIENCED. ON SECOND ACCELERATION THE RIGHT ENGINE WAS SHUTDOWN  
 AT 1.7 MACH. ROUGHNESS DEVELOPED AND CONTINUED UNTIL AIRCRAFT DECELERATED  
 TO 1.35 MACH. FIRST RE-LIGHT ATTEMPT WAS UNSUCCESSFUL. SECOND ATTEMPT  
 WAS SUCCESSFUL, BUT AIRCRAFT HAD DECELERATED TO .9 MACH AND HAD  
 DESCENDED TO 29,000 FEET. PROGRAMMED ENGINE SHUTDOWN AT 2.2 MACH

WAS NOT ATTEMPTED BECAUSE OF ROUGHNESS ENCOUNTERED

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2

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REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

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KACH SHUTDOWN. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.  
IAC PERSONNEL CONSIDERED FLIGHT SUCCESSFUL SINCE AIRCRAFT ATTAINED  
2.52 MACH WITHOUT ENCOUNTERING ROUGHNESS.

END OF MESSAGE

SYMBOL

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PAGES

SECURITY CLASSIFICATION

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JOINT MESSAGEFORM		SECURITY CLASSIFICATION <del>SECRET</del>	
SPACE BELOW RESERVED FOR COMMUNICATION CENTER			
18 JAN 64 12z		58379	
PRIORITY		TYPE MSG (Check)	
ACT PRIORITY		BOOK MULTI SINGLE	
INFO ROUTINE		ACCOUNTING SYMBOL	
FROM: [REDACTED]		ORIG. OR REFERS TO	
3616		CLASSIFICATION OF REFERENCE	
INFO: [REDACTED]		SPECIAL INSTRUCTIONS	
PROJECT OPS FILEST		1 SIG-CEN 1 COMDR 1 DCS 1 DCM 1 DCO 1 RAD	
NO NIGHT ACTION			
<p>1. ARTICLE 122 MADE FLIGHT 45 ON 17 JAN 64. PILOT: SCHALK. TAKE OFF AT 1032 FOR ONE HOUR AND SIX MINUTES. GROSS WEIGHT: 100,000 POUNDS, C.G. 20.5 PERCENT, TAKE OFF ROLL 6200 FEET, TAKE OFF SPEED: 209 KNOTS, PRESSURE ALTITUDE: 4400 FEET, TEMPERATURE: 25 DEGREES, WIND: 350/3 KNOTS, MAXIMUM SPEED: 2.66 MACH, MAXIMUM ALTITUDE: 76,000 FEET. PURPOSE: INLET INVESTIGATION TO 2.6 MACH AND SPEED POINTS WITH F-101 CHASE AIRCRAFT.</p> <p>2. TAKE OFF, CLIMB, AND LEVEL OFF AT 40,000 FEET WERE NORMAL.</p> <p>3. SPEED CALIBRATION POINTS WERE ACCOMPLISHED WITH F-101 CHASE AIRCRAFT. HIGHEST SPEED ON CHECK WAS 1.32 MACH BEFORE A-12 AIRCRAFT MACH INDICATOR WAS READING .02 MACH HIGH. SCHALK THEN ACCELERATED TO 2.66 MACH (325 KIAS/75,000 FT) BEFORE HYDRO FLUCTUATION INDICATED LEFT SPIKE MOVEMENT. TEST WAS TERMINATED AT THIS POINT. DESCENDING AND CHUTE DEPLOYMENT WERE NORMAL.</p>			
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PHONE		TIME	
PAGE NR.		MONTH 17	
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SECURITY CLASSIFICATION		Dec 64	
SECRET		[REDACTED]	
DD FORM 1 MAY 63		DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED	

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PRO

3616

3. THE RIGHT SPIKE HAD BEEN SCHEDULED 1 1/2 INCH FORWARD OF NORMAL POSITION PRIOR TO FLT 44. THIS ACTION APPARENTLY ELIMINATED THE RIGHT SPIKE FLUCTUATION PROBLEM REPORTED ON PREVIOUS FLIGHTS. LAC PLANS TO RE-SCHEDULE THE LEFT SPIKE 1 TO 1 1/2 INCHES FORWARD PRIOR TO NEXT FLIGHT.

END OF MESSAGE

SYMBOL

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PAGES

SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
1 MAY 55

U.S. GOVERNMENT PRINTING OFFICE







JOINT MESSAGEFORM				SECURITY CLASSIFICATION	
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SECRET OUT					
PRIORITY		TYPE MSG (Check)		ACCOUNTING SYMBOL	
		SINGLE			
ACTION		FROM		ORIG. OR REFERS TO	
INFO		TO		CLASSIFICATION OF REFERENCE	
FROM		INFO			
TO		INFO		SPECIAL INSTRUCTIONS	
OPS. FILEST		HF160-3 WR-PAT		1 SIG CEN 1 COMDR 1 DCS 1 DCS 1 DCO 1 R&D	
NO NIGHT ACTION					
1. ARTICLE 122 MADE FLT 47 ON 27 JAN 64. PILOT: [REDACTED] TAKE OFF AT 14:10 HOURS FOR 1 HOUR AND 28 MINUTES. GROSS WEIGHT 111,600 LBS, C.G. 20.8 PERCENT, TAKE OFF ROLL COMPUTED 7250 FT, ACTUAL 8000 FT, TAKE OFF SPEED 204 KIAS, PRESSURE ALTITUDE 4263 FT, TEMPERATURE 52 DEGREES, WIND 350/3 KNOTS, MAXIMUM SPEED 2.61 MACH, MAXIMUM ALTITUDE 74,000 FT. PURPOSE: INLET INVESTIGATION, DISTANCE AND CRUISE DATA, MODE X IFF, HEAVY WEIGHT TAKE OFF AND AUTO PILOT ATTITUDE HOLD ACCEPTABILITY AT CRUISE MACH.					
2. TAKE OFF, CLIMB, AND LEVEL OFF AT 20,000 FT WERE NORMAL. AFTER PASSING UNDER TUNNEL, A CLIMB WAS INITIATED TO CRUISE ALTITUDE OF 70,000 FT. ACCELERATION AND FUEL CONSUMPTION WERE VERY GOOD. CRUISE MACH WAS HELD FOR 55 MINUTES AND DESCENT BEGAN WITH 7000 LBS FUEL REMAINING. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.					
SYMBOL		SIGNATURE		DATE	
TYPED NAME AND TITLE (Signature, if required)		TYPED NAME AND TITLE		TIME	
PHONE		PAGE		27	
SECURITY C		NR. OF PAGES		1730	
SECRET		SECRET		64	

DD FORM 1 MAY 58 173

REPLACES DD FORM 173, 1 OCT 58, WHICH WILL BE USED UNTIL EXHAUSTED

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FROM

3786

3. MODE X AND MODE 3 IFF INDICATED A MALFUNCTION BY TRANSMITTING SIMULTANEOUSLY. THE ATTITUDE HOLD FUNCTION OF THE AUTO PILOT IS NOT ACCEPTABLE FOR A MACH OR KEAS CRUISE CONDITION. AFTER FLT INSPECTION REVEALED FOD ON THE LEFT ENGINE.

END OF MESSAGE

SYMBOL

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SECURITY CLASSIFICATION

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INITIALS

DD FORM 173-1  
1 MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1951 O 540000

JOINT MESSAGEFORM				SECURITY CLASSIFICATION	
SPACE BELOW RESERVED FOR COMMUNICATIONS					
4 FEB 64 02 02z				<del>SECRET</del>	
PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG OR REFERS TO
ACTION <del>Priority</del>		BOOK MULTI SINGLE			CLASSIFICATION OF REFERENCE
INFO					
FROM: [REDACTED] 3894				SPECIAL INSTRUCTIONS	
TO: [REDACTED] AF 60 S WR PAT				1 SIG GEN	
INFO: [REDACTED]				1 COMDR	
OPS PLTEST				1 DCS	
NO NIGHT ACTION				1 DCM	
				1 DCO	
				1 R&D	
<p>1. ARTICLE 1.2 MADE FLT 48 ON 3 FEB 64. PILOT: [REDACTED]</p> <p>TAKE OFF AT 10:28 HOURS FOR 1 HOUR AND 30 MINUTES. GROSS WEIGHT 110,150 LBS, C.O. 21.7 PERCENT. MAXIMUM SPEED 2.65 MACH, MAXIMUM ALTITUDE 77,000 FT. TAKE OFF DISTANCE 7100 FT AT 213 KIAS. TEMPERATURE 35 DEGREES, WIND CALM AND PRESSURE ALTITUDE 4120 FT. PURPOSE: TO CRUISE AT 2.6 MACH FOR FUEL SPECIFICS. TO DETERMINE LIGHT INTENSITY IN THE COCKPIT AT ALTITUDE AND TO CHECK MODE "X" OF IFF.</p> <p>2. FLT WAS NORMAL WITH THE EXCEPTION OF LEFT HYDRO FLUCUATIONS. XXXX THE FLUCUATIONS WERE INTERMITTENT AT DIFFERENT MACH NUMBERS WITH VARIATIONS FROM PLUS/MINUS 300 PSI TO PLUS/MINUS 1000 PSI. THE PILOT THOUGHT PROBLEMS INDICATING SYSTEM MALFUNCTION RATHER THAN SPIKE MOVEMENT SINCE THERE WAS NO SPIKE HAMMER OR AIRCRAFT ROUGHNESS DESCENT AND LANDING NORMAL. THE DRAG CHUTE WAS SLOW TO DEPLOY.</p>					
END OF MSG				DATE TIME	
SYMBOL				63	
TYPED NAME AND TITLE (Signature, if required)				1720	
PHONE				63	
SECURITY CLASSIFICATION				63	
PAGE NR. OF PAGES				63	
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DD FORM 173 MAY 55

REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

JOINT MESSAGEFORM				SECURITY CLASSIFICATION	
SPACE BELOW RESERVED FOR COMMUNICATION CENTER					
<div style="display: flex; justify-content: space-between;"> <span>4 FEB 64 22 56z</span> <span><b>SECRET</b> <b>OUT</b> 59107</span> </div>					
PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO
ACTION <b>IMMEDIATE</b>		CODE	MULTI	SINGLE	CLASSIFICATION OF REFERENCE
INFO <b>TO: Hqs</b>					
FR <b>PROJECT</b>					
3917					
TO: <b>Hqs</b> <b>WIDAT AFF 60-5</b>					SPECIAL INSTRUCTIONS
INFO <b>FLTEST OPS</b>					
1. ARTICLE 122 MADE FLIGHT 49, 4 FEB 64. PILOT <b>PROJECT</b>					
TAKOFF TIME 0844 HOURS LOCAL, DURATION 1 HOUR AND 44 MINUTES. TAKOFF GROSS WEIGHT 117,000 POUNDS, CG 20.3 PERCENT. MAX SPEED MACH 2.69, MAX ALTITUDE 74,000 FEET. RUNWAY TEMPERATURE 23 DEGREES, TAKEOFF DISTANCE 8300 FEET, TAKEOFF SPEED 209 KNOTS, ZERO WIND. PURPOSE OF FLIGHT: MAX WEIGHT TAKEOFF. HEAT SOAK AND RANGE FUEL SPECIFICS AT MACH 2.65.					
2. PRIOR TO TAKEOFF HAD THREE ENGINE STALLS ON LEFT SIDE DUE TO INABILITY TO TRIM DOWN RAPIDLY ENOUGH. HOWEVER, PRIOR TO TAKEOFF BOTH ENGINES SETTLED OUT AT 746 DEGREES.					1-SIG CEN 1-COMDR 1-DCS 1-DCM ①-DCO 1-R&D
3. THIS WAS THE HIGHEST TAKEOFF WEIGHT TO DATE. THE START UP WEIGHT WAS 118,100 POUNDS, WITH AN ESTIMATED TAKE OFF WEIGHT OF <del>117,000</del> 117,000 PLUS POUNDS.					
WEIGHT OF <del>117,000</del> THIS ACFT HAS A BASIC WEIGHT OF 52,000					
SYMBOL		SIGNATURE		DATE	TIME
TYPED NAME AND TITLE (Signature, if required)		TYPED		4	1530
PHONE	PAGE	NO. OF	PAGES	MONTH	YEAR
SECURITY					64

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM:

3947

POUNDS SO THIS IS WITHIN 1000 POUNDS OF THE MAXIMUM WEIGHT POSSIBLE AS STATED BY LAC FLIGHT TEST PERSONNEL. THIS HAS NOT BEEN CHECKED OUT WITH BUREAU.

4. TAKEOFF WAS GOOD BREAKING GROUND AT 8300 FEET AT 209 KIAS. DURING TAKE OFF PITCH MONITOR LIGHT CAME ON BUT RESET OK. MADE AB CLIMB TO 20,000 FEET THEN PASSED UNDER TUNNEL AT MILITARY, CONTINUED CLIMB ON FAR SIDE IN AB TOPPING OUT AT MACH 2.69 IN THE TURN NEAR [REDACTED] APPROXIMATELY 35 MINUTES AFTER TAKE OFF. THE CLIMB ACCELERATION WAS MADE AT A CONSTANT 360 KEAS. AFTER REACHING MACH 2.69 THROTTLES WERE REDUCED TO ONE HALF AB AND CONSIDERABLE BURNER ROUGHNESS WAS NOTED WHICH WENT AWAY AFTER ROLLING OUT OF THE TURN AT [REDACTED] HE THEN PROCEEDED NEXT SOUTH TO [REDACTED] REACHING THERE WITH 26,000 POUNDS FUEL REMAINING AND READING 20,000 POUNDS TOTAL FUEL FLOWN AT THE TIME. DECIDING HE HAD 45 MINUTES OF FUEL REMAINING HE TURNED NORTH TO [REDACTED] AND RETURNED SOUTH TO THE BASE BEFORE COMING OUT OF AB.

5. THE DESCENT AND LANDING WERE NORMAL. THE NEW 10 FOOT PARA-SOIL PARACHUTE WAS USED AND WAS O.K.

6. TOTAL TIME ABOVE MACH 2.65 WAS APPROXIMATELY ONE HOUR, AND AT THIS TIME NO DISCREPANCIES/MALFUNCTIONS, OR FAILURES IN THE AIRCRAFT HAVE BEEN REPORTED.

END OF MSG.

SYMBOL

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SECURITY CLASSIFICATION

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## JOINT MESSAGEFORM CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM

(PAGE TWO)

AC59

BEFORE HE STARTED RECOVERING SPEED AND GETTING BACK TO 375 KEAS. HE ROLLED OUT OF TURN AT 375 AND ACCELERATED POORLY TO M 2.52. THE SPIKES SCHEDULED OK FROM M 1.6 TO 2.4 BUT AT 2.5 EXCESSIVE <sup>FLUCTUATIONS</sup> MALFUNCTIONS STARTED WITH ~~W/104~~ <sup>EXCURSIONS</sup> PLUS OR MINUS 800 PSI EXCESSIVENESS. HE THEREFORE SHUT DOWN THE AB'S AND DESCENDED TO 11,000. AT THIS POINT HE ACCELERATED AT 400 KEAS TO M 1.6. HE WAS AT 85,000 LBS AND THE ACCELERATION WAS NOTICEABLY BETTER THAN AT THE HIGHER GROSS WEIGHTS.

3. BEFORE TAKEOFF AND ONCE DURING FLIGHT PILOT HAD DIFFICULTY IN STARTING RIGHT ENGINE. IT APPEARS TO BE A TED PROBLEM AT THE MOMENT.

4. LANDING AND CHUTE AND BRAKES WERE SATISFACTORY.

5. FOR THE NEXT FLIGHT THEY PLAN TO CHANGE THE SPIKES ACTUATOR AND THEN MAKE A 375 KEAS CLIMB OUT.

END OF MESSAGE

SYMBOL

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SECURITY CLASSIFICATION

~~SECRET~~

DD FORM 173-1

MAY 55

U. S. GOVERNMENT PRINTING OFFICE

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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ACTION	PRIORITY	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
		BOOK	MULTI	SINGLE			
INFO	SECRET						

SPECIAL INSTRUCTIONS					
1 SIG CEN					
1 COMUS					
1 DCS					
1 DCM					
1 DCO					
1 R&D					

TO: JCS	INFO: AFHQ-5
PROJECT	
OPN FILEST	

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 51 ON 21 FEB 64. PILOT: [REDACTED]  
 TAKE OFF AT 1125 LOCAL FOR ONE HOUR AND FIVE MINUTES. GROSS WEIGHT: 105,350 LBS. C.G. 21.6 PERCENT. TAKE OFF DISTANCE 7500 FEET, COMPUTED TAKE OFF MIN DISTANCE 6500; TEMPERATURE 41 DEGREES, WIND 350 DEGREES AT 8 KNOTS, ~~BAROMETRIC~~ PRESSURE ALTITUDE 4028 FEET. MAXIMUM SPEED 2.61 MACH, MAXIMUM ALTITUDE 65,000 FEET: PURPOSE: TO CHECK INLETS AND ENGINES, OBTAIN CLIMB PERFORMANCE DATA AT 375 KEAS TO 2.6 MACH, CHECK AUTO PILOT AT 2.6 MACH, CHECK MODE "X" OF IFF.

2. AIRCRAFT ENGINES HAD JUST BEEN TRIMMED PRIOR TO FLIGHT TEST SO [REDACTED] DID NOT TRIM AT END OF RUNWAY. TAKE OFF WAS 1000 FEET LONGER THAN PROGRAMMED BECAUSE FUEL CONTROLS HAD SHIFTED DOWN TO 740 DEGREES.

[REDACTED] TRIMMED TO 780 DEGREES DURING TAKE OFF ROLL. CLIMB AND LEVEL OFF AT 20,000 FEET WERE NORMAL. AFTER PASSING THROUGH TUNNEL,

ACFT WAS ACCELERATED ON 375 KEAS LINE TO 2.6 MACH AND

WRITER	TYPED NAME AND TITLE (Signature, if required)			TYPED (for name)
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## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION  
~~SECRET~~

FROM: [REDACTED] 4338

PILOT NOTED A HIGH PITCH DUCT BZZ WHILE ACCELERATING THROUGH 1.39 MACH. INTERMITTENT "L" HYDRO SYSTEM OSCILLATIONS FROM 200-600 PSI NOTED BETWEEN 1.7 AND 2.6 MACH. ACFT INLET ROUGHNESS ENCOUNTERED AT 2.01 MACH AND CONTINUED THROUGH 2.6 MACH. LEFT SPIKE MANUALLY FORWARD ALLEVIATED ROUGHNESS CONDITION. AUTO PILOT OPERATION CHECKED AT 2.6 MACH; ATTITUDE HOLD OPERATION GOOD, MACH HOLD PLUS/MINUS .02 MACH; ACFT ROLLED INTO 30 DEGREE BANK WHEN HEADING HOLD WAS ENGAGED. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL. [REDACTED] STATED THAT CHUTE DEPLOYMENT WAS SMOOTHER THAN USUAL DUE TO NEW PARA-SAIL (PILOT CHUTE). THIS PILOT CHUTE IS LARGER THAN OLDER CONFIGURATION AND IS SPRING LOADED TO SPEED DEPLOYMENT.

END OF MESSAGE

SYMBOL

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SECURITY CLASSIFICATION

DD FORM 173-1  
1 MAY 552 2 ~~SECRET~~

U. S. GOVERNMENT PRINTING OFF

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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ACTION INFO	<b>PRIORITY</b>	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
		BOOK	MULTI	SINGLE			
FROM:							SPECIAL INSTRUCTIONS

FROM:

TO:

INFO:

OPNS FLTEST

AFIC-5 WEIPAT

1 SIG CEN  
1 COMDR  
1 DCS  
1 DCM  
1 DCO  
1 B&D

NO NIGHT ACTION

1. ARTICLE 122 MADE FLIGHT 52 on 17 MAR 64. PILOT: [REDACTED] TAKE OFF AT 0937 HOURS FOR ONE HOUR AND 14 MINUTES. GROSS WEIGHT: 119,000 POUNDS C.G. 21 PERCENT, TAKE OFF DISTANCE 7500 FEET, TAKE OFF SPEED 205 KNOTS PRESSURE ALTITUDE 4200 FEET, TEMPERATURE 53 DEGREES, WIND 320/5 KNOTS. MAXIMUM SPEED: 2.6 MACH, MAXIMUM ALTITUDE: 77,000 FEET. PURPOSE: ACCUMULATE CRUISE TIME AT 2.6 MACH.

2. TAKE OFF CLIMB ON 375 KEAS LINE WERE NORMAL. AS AIRCRAFT ACCELERATED THROUGH 2.0 MACH, THE RIGHT THROTTLE WAS REDUCED TO MILITARY POWER AND BY-PASS DOORS WERE OPENED. THE INLET REMAINED SMOOTH. THE SAME PROCEDURE WAS TRIED AT 2.3 MACH, BUT THE SHOCK POPPED. SPIKE FORWARD REGAINED SHOCK AND INLET WAS SMOOTH AT 2.24 MACH. ACPT WAS THEN ACCELERATED TO 2.6 MACH AND REMAINED AT THE SPEED FOR 30 MINUTES. THE AUTO PILOT, MACH HOLD, WAS ENGAGED BUT WITHIN 30 SECONDS SAS "B" PITCH CHANNEL KICKED OUT. THE AUTOPILOT TEST WAS DISCONTINUED AND RECYCLING SAS "B" PITCH CHANNEL FAILED

DATE	TIME
17	17:0
MONTH	YEAR
MAR	64

SYMBOL		SIGNATURE	
TYPED NAME AND TITLE (Signature, if required)		TYPED (for use)	
PHONE	PAGE NR.	PAGE NR.	
SEC	CLASSIFICATION	CLASSIFICATION	

FORM 173  
MAY 68

REPLACES DD FORM 173, 1 OCT 48, WHICH WILL BE USED UNTIL EXHAUSTED



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

SECRET

~~SECRET~~  
~~OUT~~

FROM:

TO CORRECT SAS MALFUNCTION [ ] TERMINATED THE FLIGHT TEST AT THIS POINT. DESCENT LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

3. THIS AIRCRAFT NOW HAS TRIPPED BY-PASS OUTLET LOUVRES. POWER REDUCTIONS ON THE RIGHT ENGINE INTENDED TO TEST RESULTS OF [ ] TRIMMED LOUVRES, WERE INCONCLUSIVE. [ ] STATED THAT THE SPIKE/BY PASS DOOR/ CONTROLS WORKED VERY WELL.

END OF MESSAGE

~~SECRET~~

VOL

PAGE  
NRNR OF  
PAGES

SECURITY CLASSIFICATION

02

02

SECRET

173-1



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

FROM: [REDACTED]

5173

BUT ROUGHNESS WAS ENCOUNTERED. ROUGHNESS SUBSIDED AT 1.35 MACH AND ENGINE WAS RELIT AT 1.05 MACH. DURING NEXT ACCELERATION EGT'S LOOKED GOOD UNTIL 2.2 MACH. RIGHT ENGINE WENT TO 828 SO POWER WAS REDUCED TO MILITARY. SCHALK TERMINATED TEST AT THIS POINT BECAUSE OF INABILITY TO CONTROL RIGHT ENGINE EGT (BANDIX CONTROL). DESCENT WAS NORMAL. LANDING WAS LONG AND FAST BECAUSE LEFT ENGINE IDLED AT 4500 RPM AND RIGHT ENGINE IDLED AT 3700 RPM. CHUTE WAS NORMAL. ACFT NOW LAID UP FOR RIGHT ENGINE CHANGE, DUE TO FUEL CONTROL PROBLEM.

END OF MESSAGE

SYMBOL







PAGE

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PAGES

SECURITY CLASSIFICATION

DD FORM 173-1  
MAY 55~~SECRET~~

JOINT MESSAGEFORM		SECURITY CLASSIFICATION	
14 APR 64 22 22		<del>SECRET</del> <del>OUT</del>	
SPACE BELOW RESERVED FOR COMMUNICATION CENTER			
61685			
PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO
ACTION: <del>ROUTINE</del> <b>PRIORITY</b>	BOOK <input type="checkbox"/> MULTI <input type="checkbox"/> SINGLE <input type="checkbox"/>		
INFO: <del>ROUTINE</del>			
FROM: 	5211 WRIPAT AF188-S		
INFO: 			
OPS FILED			
NO NIGHT ACTION		SPECIAL INSTRUCTIONS	
		1 SIG CEN 1 Comdr 1 DCS 1 DCM 1 DCO 1 RAD	
<p>1. ARTICLE 122 MADE FLIGHT 54 ON 14 APR 64. PILOT:  TAKE OFF AT 0806 HOURS FOR 54 MINUTES. GROSS WEIGHT 106,000 POUNDS, C.G. 21 PERCENT, TAKE OFF DISTANCE 6500 FEET, TAKE OFF SPEED 213 KNOTS, PRESSURE ALTITUDE 4014 FEET, TEMPERATURE 54 DEGREES, WIND CALM, MAXIMUM SPEED: 2.45 MACH, MAXIMUM ALTITUDE: 74,000 FEET. PURPOSE: EVALUATION OF SHOCK TRAP BAFFLE AND REVOLVER BY-PASS DOORS.</p> <p>2. ENGINES WERE NOT TRIMMED PRIOR TO TAKE OFF. TAKE OFF AND CLIMB ON 375 KEAS LINE WERE NORMAL TO 2.4 MACH. AT 2.4 MACH, THE LEFT ENGINE STARTING BLEED LITE CAME ON AND  AN OUT OF ENGINE UP TRIM AT THE SAME TIME. THE ENGINE RPM FELL OFF TO 6800 AND POPPED THE SHOCK. OPENING THE BY-PASS DOORS CURED THE PROBLEM AND </p> <p> BROUGHT THE SHOCK BACK IN. AT 2.3 MACH THE RIGHT ENGINE WAS BROUGHT TO IDLE, THE OILY SLICERS AND BY-PASS DOORS</p>			
DATE		TIME	
14		1345	
MONTH		YEAR	
Apr		64	
SYMBOL		SIGNATURE	
TYPED NAME AND TITLE (Signature)		TYPED for stamped	
PHONE		NR. OF PAGES	
SECURITY		2	

DD FORM 173  
1 MAY 55

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

~~SECRET~~

5211

WERE OPENED AND THE ENGINE REMAINED SMOOTH. THE ENGINE WAS SHUT DOWN AT 2.03 MACH AND ROUGHNESS OCCURRED. MOVING THE SPIKE FORWARD DID NOT CURE THE ROUGHNESS. THREE UNSUCCESSFUL AIRSTARTS WERE ATTEMPTED IN ROUGHNESS DURING DECELERATION. AT 1.35 MACH THE ENGINE SMOOTHED AND THE THROTTLE WAS BROUGHT UP. A START OCCURRED AT 1.25 MACH BUT ENGINE STALLS WERE RECEIVED DURING ACCELERATION TO MILITARY. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE.

SYMBOL

PAGE

70

PAGE

70

SECURITY CLASSIFICATION

DD FORM 173-1  
MAY 55

U.S. GOVERNMENT PRINTING OFFICE: 1951-5-55055



## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

16 APR 64 072

~~SECRET~~

PRECEDENCE <b>PRIORITY</b>	TYPE MSG (Check) BOOK <input type="checkbox"/> MULTI <input type="checkbox"/> SINGLE <input type="checkbox"/>	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
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INFO ROUTINE

FROM

[REDACTED]

5273

TO:

[REDACTED]

HQS

INFO:

[REDACTED]

[REDACTED]

OPS FLTEST

NO NIGHT ACTION

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DCM
- 1 DCO
- 1 E&D

1. ARTICLE 122 MADE FLT 55 ON 15 APR 64. PILOT [REDACTED] TAKE OFF AT 0956 HOURS FOR 55 MINUTES. GROSS WEIGHT 101,250 LBS, C.G. 21.5 PERCENT. TAKE OFF DISTANCE 6800 FT, TAKE OFF SPEED 204 KNOTS, PRESSURE ALTITUDE 4242 FT, TEMPERATURE 69 DEGREES, WIND 350/4. MAXIMUM ALTITUDE 64,000 FT. PURPOSE: TWO TRANSONIC ACCELERATIONS FROM .8 MACH TO 1.5 MACH USING 30 PERCENT OPEN UNION SLICERS ON THE FIRST AND 65 PERCENT ON THE SECOND. TO RETARD THE RIGHT THROTTLE TO IDLE AT 2.35 MACH AND SHUT DOWN THE ENGINE AT 2.0 MACH.

2. THE ENGINES WERE NOT TRIMMED PRIOR TO TAKE OFF, NO INDICATION ON THE "L" SYSTEM WAS RECEIVED WHEN THE GEAR WAS RETRACTED. THIS WAS ALSO TRUE ON GEAR EXTENSION. AFTER TAKE OFF THE UNION SLICERS WERE OPENED TO 30 PERCENT. WHEN THROTTLES WERE BROUGHT OUT OF A/B TO MILITARY, THE RIGHT A/B DID NOT CUT OUT. AT .75 MACH, 20,000 FT, ROTARY ACFT OSCILLATIONS OCCURRED.

TIME	1500
MONTH	15

SYMBOL	SIGNATURE
TYPED NAME AND TITLE (Signatures, if required)	TYPED (for)
PHONE	PAGE
SECURITY	NR. OF PAGES
LOCATION	

DD FORM 1 MAY 63 173

REPLACES FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

FROM

5273

~~SECRET~~  
~~OUT~~

THE OSCILLATIONS STOPPED. BOTH ACCELERATIONS WERE MADE ON THE 375  
KRAS LINE. PILOT COMMENTED THAT BOTH ACCELERATIONS WERE POOR WITH  
THE SECOND BEING THE BETTER. THE RIGHT THROTTLE WAS RETARDED AND ENGINE  
STAYED SMOOTH TO 5000 RPM. A RESTART WAS MADE IN 10 TO 12 SECONDS IN  
THE ROUGH AREA. THE ENGINE BURPED TO 1.55 MACH THEN BECAME SMOOTH.  
A TOTALIZER AND AUTO FUEL SEQUENCING MALFUNCTION CAUSED A LOW LEVEL  
LITE. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

SYMBOL

PAGE  
NRNR OF  
PAGES

SECURITY CLASSIFICATION

2

2

~~SECRET~~  
~~OUT~~DD FORM 173-1  
MAY 55

PRINTING OFFICE: 1961-354555

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~~~OUT~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

16 APR 64 14z

61634

PRIORITY	TYPE MSG (Check) BROK MULTI SINGLE	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
INFO ROUTING				

FROM [REDACTED]

5297

AFHQ-S WR/PAT

TO:

HDQS

INFO:

PS FLTEST

NO NIGHT ACTION

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDE
- 1 DCS
- 1 DCM
- 1 DCO
- 1 RAD

1. ARTICLE 122 MADE FLT 56 ON 16 APR 64. PILOT: [REDACTED] TAKE OFF AT 06:59 HOURS FOR 1 HOUR AND 13 MINUTES. GROSS WEIGHT 105,000 LBS, C.G. 21.5 PERCENT. TAKE OFF DISTANCE 6800 FT, TAKE OFF SPEED 214 KNOTS, PRESSURE ALTITUDE 4495, TEMPERATURE 51 DEGREES, WIND CALM. SPEED MAXIMUM ALTITUDE 47,000 FT. MAXIMUM MACH 1.62 MACH. PURPOSE: SPEED POWER POINT DATA COLLECTION FROM 1.6 MACH TO 1.05 MACH.

2. TAKE OFF, CLIMB AND LEVEL OFF AT 45,000 FT WERE NORMAL. ACFT WAS STABILIZED AT 45,000 FT, 400 KEAS AND 1.6 MACH. SLIGHTLY MORE THAN MINIMUM AFTERBURNER WAS REQUIRED FOR THIS CONDITION. ONION SLICKERS WERE 60 PERCENT OPEN FOR ALL SPEED/POWER POINTS. SECOND POINT WAS AT 45,000 FT, 350 KEAS AND 1.4 MACH. MINIMUM AFTERBURNER WAS REQUIRED FOR THIS CONDITION. THIRD POINT WAS AT 45,000 FT, 300 KEAS AND 1.2 MACH. AGAIN, MINIMUM AFTERBURNER WAS REQUIRED FOR THIS CONDITION. FOURTH POINT WAS AT 45,000 FT, 275 KEAS AND 1.1 MACH.

DATE	TIME
16	1905
MONTH	YEAR

SYMBOL	SIGNATURE
TYPED NAME AND TITLE (Signature, if required)	TYPED (for use)
PHONE	PAGE NR. 1
SECURITY	LOCATION

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~~OUT~~

DD FORM 173 MAY 55

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM

[REDACTED] 1000

BETWEEN MINIMUM AND MAXIMUM AFTERBURNER WAS REQUIRED. FIFTH POINT  
WAS AT 45,000 FT, 250 KEAS AND 1.05 MACH. MAXIMUM AFTERBURNER  
WAS REQUIRED. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

SYMBOL

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SECURITY CLASSIFICATION

~~SECRET~~~~SECRET~~DD FORM 173-1  
MAY 55

U.S. GOVERNMENT PRINTING OFFICE



JOINT MESSAGEFORM				SECURITY CLASSIFICATION	
SPACE BELOW RESERVED FOR COMMUNICATION CENTER					
22 APR 64 01 22z				6	
ACTION		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG OR REFERS TO
INFO		BOOK MULTI SINGLE			
FROM		5391		CLASSIFICATION OF REFERENCE	
TO		H DQS INFO:		SPECIAL INSTRUCTIONS	
OPS FL TEST		AFICOS WR/PAT		1 SIG CEN	
NO NIGHT ACTION				1 COMDR	
1. ARTICLE 122 MADE FLT 57 ON 21 APR 64. PILOT:		TAKE		1 DCS	
OFF AT 0813 HOURS FOR 1 HOUR AND 10 MINUTES. GROSS WEIGHT 106,000				1 DCM	
LBS, C.G. 21 PERCENT. TAKE OFF DISTANCE 6400 FT, TAKE OFF SPEED 210				1 DCO	
KTS, PRESSURE ALTITUDE 4316, TEMPERATURE 50 DEGREES, WIND CALM. MAXIMUM				1 R&D	
ALTITUDE 65,000 FT, MAXIMUM SPEED 2.34 MACH. PURPOSE: EVALUATION OF					
MODIFIED REVOLVER SHOCK TRAP EXIT.					
2. ENGINES TRIMMED TO 800 DEGREES PRIOR TO TAKE OFF. ENGINES STAYED					
WITHIN LIMITS DURING ACCELERATION TO 50 DEGREES C.I.T. WHERE IT WAS NECESSARY					
TO TRIM BOTH ENGINES DOWN. ACFT LEVELED AT 2.3 MACH AND 65,000 FT. RIGHT					
UNION SLICERS WERE OPENED, RIGHT BY-PASS DOORS OPEN AND SPIKE PLACED FORWARD/					
RIGHT THROTTLE WAS BROUGHT TO MILITARY AND ENGINE STALLS OCCURED. THE STALLS					
CONTINUED TO 1.65 MACH WHERE THE ENGINE WAS SHUT DOWN. RPM WENT TO 5500					
AND WOULD NOT COME UP AFTER A RESTART WAS MED. PILOT RETURNED TO					
FIELD FOR A NORMAL LANDING AND NORMAL DRAG CHUTE					
SYMBOL		SIGNATURE		TIME	
TYPED NAME AND TITLE (Signature, if required)		TYPED		21 1700	
PHONE		PAGE NR		YEAR	
SECURITY		CATION		64	
1		2			

DD FORM 173

SECRET

OUT

REPLACES DD FORM 173, 1 OCT 42, WHICH WILL BE USED UNTIL EXHAUSTED.



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

FROM: [REDACTED]

~~SECRET~~  
~~OUT~~

AFTER LANDING INVESTIGATION SHOWED THAT A CLEVIS PIN HAD FALLEN  
FROM THE NOZZLE FOLLOW UP ROD. MALFUNCTION WILL BE CORRECTED AND  
ACFT RESCHEDULED FOR 22 APR

END OF MESSAGE

SYMBOL

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SECURITY CLASSIFICATION

~~SECRET~~

DD FORM 1 MAY 50 173-1

~~SECRET~~  
~~OUT~~

JOINT MESSAGEFORM				SECURITY CLASSIFICATION	
23 APR 64 11 00Z					
SPACE BELOW RESERVED FOR COMMUNICATION CENTER					
61213					
PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO
ACTION	PRIORITY	BOOK	MULTI	SINGLE	CLASSIFICATION OF REFERENCE
INFO	DATE				
FROM	5408				SPECIAL INSTRUCTIONS
TO:	4 DQS	INFO:	1 SIG CEN 1 COMR 1 DCM 1 DCO 1 HED 1 DCS		
OPS FITEST	NO NIGHT ACTION				
<p>1. ARTICLE 122 MADE FLIGHT 58 ON 22 APR 64. PILOT [REDACTED] TAKE OFF AT 0818 HOURS FOR 59 MINUTES. GROSS WEIGHT 107,700 POUNDS. C.G. 20 PERCENT, TAKE OFF DISTANCE 6800 FEET, TAKE OFF SPEED 210 KNOTS, PRESSURE ALTITUDE 4520 FEET, TEMPERATURE 54 DEGREES, WIND CALM, MAXIMUM ALTITUDE 65,000 FEET MAXIMUM SPEED 2.3 MACH. PURPOSE: EVALUATION OF MODIFIED REVOLVER SHOCK TRAP EXIST.</p> <p>2. ACCELERATION WAS MADE <del>IN</del> TO 2.3 MACH WHERE THE RIGHT ONION SLICERS WERE OPENED [REDACTED], BY PASS DOORS OPENED, AND SPIKE PLACED FORWARD. RIGHT ENGINE WAS BROUGHT TO IDLE AND REMAINED SMOOTH. AT 2.0 MACH THE RIGHT ENGINE WAS SHUT DOWN. ROUGHNESS OCCURRED AT 5100 RPM. THREE UNSUCCESSFUL RESTARTS WERE ATTEMPTED IN ROUGHNESS. A SUCCESSFUL START WAS MADE AT 1.6 MACH. DURING ATTEMPT TO ACCELERATE TO MILITARY, ENGINE STALLS OCCURRED. BY-PASS DOORS WERE PLACED IN "AUTO" AND THE STALLS CLEARED. AN AUTO SEQUENCE IN FUEL FEED DEVELOPED AT THIS TIME <i>PROBLEM</i> SO THE PILOT RETURNED TO BASE. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.</p>					
END OF MESSAGE				DATE	TIME
[REDACTED]				22	1615
[REDACTED]				MONTH	YEAR
SYMBOL		SIGNATURE			
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PHONE		[REDACTED]			
SECURITY CLASSIFICATION		[REDACTED]			
[REDACTED]		[REDACTED]			

DD FORM 1 MAY 55 173

REPLACES DD FORM 173, 1 OCT 48, WHICH WILL BE USED UNTIL EXHAUSTED

JOINT MESSAGEFORM				SECURITY CLASSIFICATION	
<div style="text-align: right;"> <b>SECRET</b>  <b>OUT</b>  61944 </div>					
SPACE RESERVE RESERVED FOR COMMUNICATION CENTER					
PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG OR REFERS TO
ACTION <b>PRIORITY</b>		BOOK	MULTY	SINGLE	
INFO					
FROM:	[REDACTED] 5513				SPECIAL INSTRUCTIONS
TO:	[REDACTED] 695				1 SIG GEN 1 COMDR 1 DCS 1 DCM 1 DCO 1 B&D
INFO: [REDACTED] OPS FILEST					
NO NIGHT ACTION					
1. ARTICLE 122 MADE FLIGHT 59 ON 28 APR 64. PILOT: [REDACTED] TAKE OFF AT 0721 HOURS FOR ONE HOUR AND 2 MINUTES. GROSS WEIGHT: 105,200 POUNDS, C.G. 22 PERCENT, TAKE OFF DISTANCE 6600 FEET, TAKE OFF SPEED 210 KNOTS, PRESSURE ALTITUDE 4428 FEET, TEMPERATURE 46 DEGREES, WIND CALM, MAXIMUM ALTITUDE 72,000 FEET, MAXIMUM SPEED 2.81 MACH. PURPOSE: EXTEND MAXIMUM SPEED ON ARTICLE 122, INLET INVESTIGATION, ENGINE IDLE AT 2.6 MACH, ENGINE SHUTDOWN AT 2.0 MACH AND AUTO PILOT MACH HOLD EVALUATION AT 2.8 MACH.					
2. TAKE OFF AND PASSAGE UNDER TUNNEL NORMAL. CLIMB WAS MADE ON 375 KEAS LINE FROM .8 MACH TO 2.8 MACH. AT 2.6 MACH, THE LEFT ONION SLICER INDICATOR BECAME INOPERATIVE AND FOR THE REMAINDER OF THE FLIGHT THE LEFT ONION SLICER POSITIONS WERE ESTIMATED BY THE PILOT. THE ONION SLICERS WERE PLACED 50 PERCENT OPEN DURING THE 2.8 CRUISE. THE AUTO PILOT MACH HOLD WAS EXCELLENT. THE RIGHT ENGINE WAS BROUGHT TO IDLE AT 2.6 MACH AND SHUT DOWN AT 2.2 MACH. THE ENGINE BEGAN BURPING AT 5100 RPM. PLACING THE BY-PASS DOORS OPEN SMOOTHED THE ENGINE. AN UNSUCCESSFUL RESTART WAS ATTEMPTED AT 2.0 MACH. THE BY PASS DOORS WERE PLACED IN AUTO AND A GOOD RELIGHT OBTAINED.					
LANDING AND DRAG CHUTE DEPLOYMENT WERE NORMAL.					
END OF MESSAGE					
TYPED NAME AND TITLE (Signature, if required)		TYPED (or stamped) NAME			
PHONE	[REDACTED]	[REDACTED]			
SECURITY	[REDACTED]	[REDACTED]			

DD FORM 1 MAY 55 173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

25 Feb 68 132

62

PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	PRY	BOOK	MULTI	SINGLE		
INFO	ROUTINE					
FROM	[REDACTED]					SPECIAL INSTRUCTIONS
TO:	[REDACTED] HQS [REDACTED] COS					1-SIG CEN
	[REDACTED] R4D [REDACTED] FLTEST OPS					1-CHIEF
	NO NIGHT ACTION					1-DCS
	1. ARTICLE 122 MADE FLIGHT 60, 29 APR 64. PILOT [REDACTED]					1-DCM
	[REDACTED] TAKEOFF TIME 0753 HOURS [REDACTED] TIME, DURATION ONE HOUR					1-DOO
	ANYONE MINUTE. TAKEOFF GROSS WEIGHT 105,000 POUNDS, C.G.					1-R4D
	22 PERCENT. TAKEOFF DISTANCE 6,400 FEET: TAKEOFF SPEED					
	210 KNOTS, TEMPERATURE 51 DEGREES. MAX SPEED M 2.92, MAX					
	ALTITUDE 81,000 FEET. PURPOSE OF FLT: SPEED EXTENSION					
	OF FULL PLASTIC CONFIGURATION. THE CONFIGURATION WAS					
	STANDARD EXCEPT FOR OILION SLICER AND REMOVAL OF SECONDARY					
	BLOW-IN DOORS IN NACELLES.					
	2. ENGINES WERE TRIMMED TO 800 DEGREES ON RUNWAY.					
	ACCELERATION WAS SLOW REACHING MACH 2.0 WITH 30,000 POUNDS					
	FUEL REMAINING. ACCELERATION AND CLIMB WERE CONTINUED TO					
	MACH 2.92 FOLLOWED BY MILITARY POWER DECELERATION WITH					
						DATE
						TIME
						29
						1600
						MONTH
						YEAR
						PR
						64
SYMBOL		SIGNA				
TYPED NAME AND TITLE (Signature, if required)		TYPED				
PHONE	[REDACTED]	NR. OF PAGES	1			
SECURITY	[REDACTED]	NR. OF PAGES	2			

### SPECIAL INSTRUCTIONS

1-SIG CEN

1-CRDR

1-DCS

1-DCM

**X-DCO**

1-R&amp;D

DATE	TIME
29	1600
MONTH	YEAR
PR	61

FORM 1 MAY 58 REF ID: A66666 DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED



~~SECRET~~

0533

DOORS AND SPIKES IN AUTOMATIC. DESCENT WAS SMOOTH WITH NO STALLS OR BUFFETING.  
A NORMAL LANDING WAS MADE WITH GOOD CHUTE.

3. THE ONION SLICER WAS PLACED AT 30 PERCENT TO MACH 2.2, 60 PERCENT TO MACH 2.7, 30 PERCENT FOR REMAINDER OF THE FLIGHT INCLUDING DESCENT. DOORS AND SPIKE ON AUTOMATIC.

4. PRIOR TO TAKEOFF THE RIGHT ENGINE STALLED 3 TIMES AT 810 DEGREES. REDUCTION TO 800 DEGREES ENDED STALLS.

END OF MSG.

SYMBOL

PAGE  
NRNR OF  
PAGES

SECURITY CLASSIFICATION

2

2

~~SECRET~~DD FORM 173-1  
MAY 58

U.S. GOVERNMENT PRINTING OFFICE: 1951-300528



## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~  
~~OUT~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

8 MAY 64 01 20z

62162

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION <b>PRIORITY</b>	BOOK <input type="checkbox"/> MULTI <input type="checkbox"/> SINGLE <input type="checkbox"/>			

FROM:

TO:

HDS

INFO:

OPS FILEST

NO NIGHT ACTION

SPECIAL INSTRUCTIONS

1 SIG CEN  
1 COMDE  
1 DCS  
1 DCM  
1 DCO  
1 BAD

- ARTICLE 122 MADE FLT 61 ON 7 MAY 64. PILOT: [REDACTED] TAKE OFF AT 1451 HOURS FOR 1 HOUR AND 14 MINUTES. GROSS WEIGHT 105,800 LBS, C.G. 21.5 PERCENT, TAKE OFF DISTANCE 6800 FT, TAKE OFF SPEED 214 KNOTS, PRESSURE ALTITUDE 4495, TEMP 53, WIND 240/3. MAXIMUM SPEED 1.53 MACH, MAXIMUM ALTITUDE 48,000 FT. PURPOSE: TRANSONIC ACCELERATION DATA COLLECTION. CHEESE GRATERS (SCOOPS) INSTALLED ON AFT END OF TERTIARY DOOR HOLES. REMAINDER OF NACELLE CONFIGURATION STANDARD.
- TAKE OFF AND CLIMB THROUGH UNDER TUNNEL WAS NORMAL. ONION SLICERS WERE PLACED 30 PERCENT OPEN FOR ALL ACCELERATION AND DECELERATION CHECKS. SPEED, POWER CHECKS WERE MADE AT 375 KEAS. DESCENT, LANDING AND GATE DEPLOYMENT WAS NORMAL.
- [REDACTED] STATED ACCELERATION IMMEDIATELY AFTER TAKE OFF SEEMED MUCH BETTER THAN NORMAL. ACCELERATION CHECKS ON 375 AND 350 KEAS LINES WAS NOT NOTICEABLY BETTER THAN NORMAL. [REDACTED] HE NOTED MODERATE

DATE 07  
TIME 1830  
MONTH 1964

WRITER	SYMBOL	SIGNATURE	
	TYPED NAME AND TITLE (Signature if required)	TYPED NAME AND TITLE (Signature if required)	
	PHONE	PAGE NR. 1	NR. OF PAGES 2
	SECURITY CLASSIFICATION	[REDACTED]	

~~SECRET~~

DD FORM 173 1 MAY 55

173 1 OCT 48 WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM:

5695

VIBRATION AT .8 MACH AND AGAIN FROM .95 THROUGH 1.2 MACH BOTH ON ACCELERATION AND DECELERATION. CHASE PILOT REPORTED OSCILLATION OF EJECTOR FLAPS COINCIDED WITH   EXCEL FEELING VIBRATIONS IN ACFT. CHASE PILOT STATED EJECTOR FLAP OSCILLATION WAS VERY APPARENT THAT IT WAS IN ONE OR TWO SEGMENTS AT A TIME AND GRADUALLY WORKED AROUND ALL EJECTOR FLAPS IN A CIRCULAR MOTION. AFTER FIT INSPECTION REVEALED EXISTING EJECTOR FLAPS DAMAGED TO EXENT SUCH AN EXTENT THAT THEY MUST BE REPLACED.

END OF MESSAGE

SYMBOL

PAGE  
NRNR OF  
PAGES

SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
1 MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1954

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

19 JUN 64 36z

~~SECRET~~  
~~OUT~~  
63-1

PRECEDENCE <b>PRIORITY</b>	TYPE MSG (Check) BOOK <input type="checkbox"/> MULTI <input type="checkbox"/> SINGLE <input type="checkbox"/>	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION REQUIRED INFO ROUTINE				

INFO: <b>OPS FILEST</b> NO NIGHT ACTION	SPECIAL INSTRUCTIONS 1 SIG CEN 1 COMDE 1 DCS 1 DCN 1 DCO 1 B&D
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1. Article 122 MADE FLIGHT 62 ON 19 JUN 64. PILOT [REDACTED] TAKE OFF AT 0730 HOURS FOR ONE HOUR. GROSS WEIGHT 100,000 POUNDS, C.G. 22 PERCENT, TAKE OFF DISTANCE 6500 FEET, TAKE OFF SPEED 205 KNOTS, TEMPERATURE 65 DEGREES, PRESSURE ALTITUDE 4400 FEET. WIND 320/12, GUSTS TO 19 KNOTS. MAXIMUM SPEED 2.43 MACH, MAXIMUM ALTITUDE 68,000 FEET. PURPOSE: EVALUATION OF AUTOMATIC ONION SLICERS, EVALUATION OF HAMILTON STANDARD FUEL CONTROL, RIGHT ENGINE; BENDIX FUEL CONTROL, LEFT ENGINE; WITH NO TRIMMING IN FLIGHT AND NO ENGINE EGT LIMITS. CONFIGURATION: AUTOMATIC ONION SLICERS.

2. TAKE OFF AND CLIMB WERE NORMAL. TWO ACCELERATIONS WERE MADE. THE FIRST WAS MADE FROM .9 MACH TO 1.6 MACH, ONION SLICERS OPEN AND BY-PASS DOORS MANUALLY CLOSED WITH A ONE INCH STOP. THE SECOND WAS MADE FROM .9 MACH TO 2.4 MACH, ONION SLICERS "AUTO" AND BY-PASS DOORS THE SAME AS FIRST ACCELERATION. NEITHER ENGINE WAS TRIMMED DURING FLIGHT. THE LEFT ENGINE PERFORMED VERY WELL WITH 836 DEGREES ON TAKE OFF, 840 DEGREES BEYOND 40 DEGREES

SYMBOL	SIGNATURE
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PAGE 2	

DD FORM 1 MAY 58 173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

~~SECRET~~

6783

CIT AND 814 AT MAXIMUM SPEED. THE RIGHT ENGINE WAS LOW THROUGHOUT. THE RPM DROOPED AT 40 DEGREES CIT, ROUGHNESS OCCURRED AT 2.3 MACH AND THE SHOCK POPPED AT 2.4 MACH. THE INLET RESTART WAS AUTOMATIC AND THE A/B WAS RELIT. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

SYMBOL

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PAGES

SECURITY CLASSIFICATION

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MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1954



## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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63126

PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION <b>PRIORITY</b> <b>OUTLINE</b>	BOOK	MULTI	SINGLE			

63173	WIPAT AFI 60-5	SPECIAL INSTRUCTIONS
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HPS	INFO:	1 SIG CEN
OPS PILEST		1 COMR
NO NIGHT ACTION		1 DCS
		1 DCM
		1 DCO
		1 RAD

1. ARTICLE 122 MADE FLIGHT 63 ON 24 JUN 64. PILOT [REDACTED] TAKE OFF AT 0747 HOURS FOR 48 MINUTES. GROSS WEIGHT 100,000 POUNDS, C.G. 22 PERCENT, TAKE OFF DISTANCE 5900 FEET, TAKE OFF SPEED 207 KNOTS, PRESSURE ALTITUDE 4179 FEET, TEMPERATURE 60 DEGREES, WIND CALM, MAXIMUM SPEED 2.84 MACH, MAXIMUM ALTITUDE 75,000 FEET. PURPOSE: HIGH SPEED KINEMATIC EVALUATION OF BENDIX FUEL CONTROL INSTALLED ON LEFT ENGINE.

2. ONION SLICERS AND SPIKES WERE IN AUTOMATIC AND BY-PASS DOORS WERE MANUALLY CLOSED. TAKE OFF AND CLIMB ON 375 KEAS LINE WERE NORMAL. AS AIRCRAFT PASSED THROUGH 2.0 MACH SHOCK EXPLUSION WAS EXPERIENCED ALTHOUGH [REDACTED] WAS NOT SURE IN WHICH INLET. THE INLET RECOVERED THE SHOCK WAVE AUTOMATICALLY WITHOUT PILOT ACTION. THIS OCCURRED IN A MATTER OF SECONDS AND ALSO NOTWORTHY IS THE FACT THAT THE AFTERBURNER DID NOT REVERSE FLOW OUT. MILD ROUGHNESS DEVELOPED AT 2.35 MACH AND PERSISTED UNTIL AGAIN REACHING 2.35 MACH ON DECELERATION. WHEN AIRCRAFT REACHED 2.8 MACH HIGH ENGINE EGT AND RPM DROOP DEVELOPED.

DATE	TIME
24	3:15
MONTH	JUN
YEAR	64



## JOINT MESSAGEFORM CONTINUATION SHEET

SECURITY CLASSIFICATION  
~~SECRET~~

SYMBOL

G473

~~SECRET~~

CONTROL TRIM LEVER APPEARED INOPERATIVE. DESCENT, LANDING AND CHUTE  
DEPLOYMENT WERE NORMAL.

END OF MESSAGE

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PAGES  
2SECURITY CLASSIFICATION  
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MAY 55

U.S. GOVERNMENT PRINTING OFFICE

JOINT MESSAGEFORM		SECURITY CLASSIFICATION	
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PRECEDENCE <b>PRIORITY</b>		TYPE MSG (Check) BOOK    MULTI    SINGLE	
ACTION INFO		ACCOUNTING SYMBOL	
FROM: [REDACTED] <b>6657</b>		ORIG. OR REFERS TO	
TO: [REDACTED] <b>WDS</b> [REDACTED] <b>PS FLTEST</b>		CLASSIFICATION OF REFERENCE	
INFO: [REDACTED] <b>AF160-3 WXPAT</b>		SPECIAL INSTRUCTIONS	
1. ARTICLE 122 MADE FLT 65 ON 2 JUL 64. PILOT: [REDACTED] TAKE OFF AT 10:05 HOURS FOR 50 MINUTES. GROSS WEIGHT 95,000 LBS, C.G. 21 PERCENT. MAXIMUM SPEED 2.61 MACH, MAXIMUM ALTITUDE 69,00 FT. PURPOSE ACFT SYSTEMS OPERATION TO 2.6 MACH WITH EMPHASIS ON BENDIX FUEL CONTROLS AND AUTOMATIC ONION SLICERS.		1 SIG CEN 1 COMDR 1 DCS 1 DCM 1 <b>CCO</b> 1 R&D	
2. TAKE OFF AND CLIMB ON 400 KEAS LINE WERE NORMAL UNTIL REACHING 1.97 MACH AT WHICH POINT SHOCK EXPULSION OCCURRED ON THE RIGHT SIDE. RIGHT ONION SLICERS TO FULL OPEN DID NOT CLEAR THE STALL, BUT THE STALL CLEARED IMMEDIATELY WHEN THE RIGHT BY-PASS DOORS WERE MANUALLY OPENED. AFTERBURNER RELIGHTS WERE ACCOMPLISHED AT 1.85 MACH AND ACCELERATION INITIATED WITH RIGHT ONION SLICERS AND BY-PASS DOORS OPEN. RIGHT ONION SLICERS WERE PLACED IN AUTO AT 2.2 MACH AND THEN BY-PASS DOORS WERE CLOSED. SHOCK EXPULSION OCCURRED IMMEDIATELY. OPENING BY-PASS DOORS ELIMINATED THE STALL AND ACCELERATION CONTINUED TO 2.61 MACH. DURING DECELERATION, THE RIGHT BY-PASS DOORS WERE CLOSED AT 1.9 MACH WITH NO EFFECT.		DATE    TIME MONTH    YEAR	
SYMBOL [REDACTED] TYPE NAME AND TITLE (Signature, if required) [REDACTED] PHONE SECURITY [REDACTED]		SIGNATURE [REDACTED] TYPED (or) [REDACTED]	

DD FORM 1 MAY 55 173

REPLACES DD FORM 178, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM - CONFIRMATION SHEET

SECURITY CLASSIFICATION

FROM:

6657

DESCENT, LANDING WERE NORMAL. THE CHUTE RIPPED DURING DEPLOYMENT.  
THIS WAS AN OLD TYPE CHUTE (WHITE). [REDACTED] STATED THAT BENDIX  
CONTROLS WORKED VERY WELL WITH ONLY MOMENTARY DOWN TRIM REQUIRED  
DURING DECELERATION.

END OF MESSAGE

SYMBOL

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PAGES

SECURITY CLASSIFICATION

DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1945



JOINT MESSAGEFORM				SECURITY CLASSIFICATION							
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30 JUN 64 112											
6569											
PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO						
ACTION <b>PRIORITY</b>		BOOK	MULTI	SINGLE	CLASSIFICATION OF REFERENCE						
INFO											
FROM: [REDACTED] 6569		AFICO-S W/PAT									
TO: [REDACTED] HQS		INFO: [REDACTED]									
"O" [REDACTED] OPS FLTEST											
NO NIGHT ACTION											
<p>1. ARTICLE 122 MADE FLT 64 ON 29 JUN 64. PILOT: [REDACTED] TAKE OFF AT 14:32 HOURS FOR 1 HOUR AND 2 MINUTES. GROSS WEIGHT 105,000 LBS, C.G. 22 PERCENT. TAKE OFF DISTANCE 8200 FT, TAKE OFF SPEED 205 KTS, TEMPERATURE 86 DEGREES, PRESSURE ALTITUDE 4326 FT, WIND 180-210/16 WITH GUSTS TO 23 KTS, MAXIMUM ALTITUDE 54,000 FT, MAXIMUM SPEED 1.95 MACH. PURPOSE: CONTROLLED ACCELERATION TO 2.6 MACH. CONFIGURATION: TWO BENDIX FUEL CONTROLS WITH EGT LIMITS OF 860 DEGREES.</p> <p>2. TAKE OFF NORMAL AND CLIMB MADE ON 400 KEAS LINE. PASSING THROUGH .85 MACH, VIBRATION FROM THE STANDARD EJECTOR FLAPS WAS FELT AND CONFIRMED BY THE CHASE ACFT. THE RIGHT ENGINE STALLED AT 1.95 MACH ON EACH ATTEMPT TO ACCELERATE TO 2.6 MACH. THE OIL SLICER IS SUSPECTED AS NOT MODULATING. AN ACCELERATION WAS MADE ON THE 350 KEAS LINE FROM .9 MACH TO 1.6 MACH. DESCENT, AND LANDING WERE NORMAL. DRAG CHUTE WAS SLOW TO DEPLOY.</p>											
<table border="1"> <tr> <td>DATE</td> <td>TIME</td> </tr> <tr> <td>29</td> <td>1700</td> </tr> <tr> <td>MONTH</td> <td>YEAR</td> </tr> </table>						DATE	TIME	29	1700	MONTH	YEAR
DATE	TIME										
29	1700										
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SYMBOL		END OF MESSAGE		SIGNATURE							
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DD FORM 1 MAY 55 173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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ACTION	BOOK MULTI SINGLE			
INFO				

FROM:

[REDACTED]

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 CONDR
- 1 DCS
- 1 DCM
- 1 CCO
- 1 RAN

TO:

[REDACTED] DQS

INFO:

[REDACTED]

OPS FLTEST

AF160-5 WKP PAT.

1. ARTICLE 122 MADE FLT 66 ON 8 JUL 64. PILOT: [REDACTED] TAKE OFF AT 17:21 HOURS FOR 58 MINUTES. GROSS WEIGHT 94,750 LBS, C.G. 21 PERCENT, TAKE OFF DISTANCE 5600 FT, TAKE OFF SPEED 205 KTS, PRESSURE ALTITUDE 4420, TEMPERATURE 91 DEGREES, WIND 190/12-21. MAXIMUM SPEED 2.60 MACH, MAXIMUM ALTITUDE 67,000 FT, TIME OVER 2.0 MACH THIS FLT 30 MINUTES, TOTAL ACFT TIME 62 HOURS 26 MINUTES. PURPOSE: BENDIX FUEL CONTROL OPERATION OUT TO 2.6 MACH AND AUTOMATIC ONION SLICER OPERATION. CONFIGURATION: SPIKES AND ONION SLICERS AUTOMATIC, BY-PASS DOORS MANUALLY CLOSED.

2. TAKE OFF AND CLIMB ON THE 400 KEAS LINE TO 2.2 MACH AND THEN ON THE 375 KEAS LINE TO 2.60 MACH WERE NORMAL. POWER WAS REDUCED TO MILITARY AND AFTER DECELERATING TO 1.6 MACH, A SECOND ACCELERATION WAS ACCOMPLISHED TO 2.4 MACH. THIS ACCELERATION WAS TERMINATED AT 2.4 MACH BECAUSE FUEL SUPPLY WAS GETTING LOW. THE SECOND DECELERATION, DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL. THE BENDIX FUEL CONTROLS MAINTAINED RPM, FUEL FLOW AND EGT WITHIN LIMITS THROUGHOUT THE FLIGHT.

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REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

6757

MANUAL TRIM BY THE PILOT. ONION SLICER OPERATION WAS EXCELLENT AND  
THE ENTIRE FLT WAS SMOOTH. LAC PERSONNEL WERE QUITE PLEASED ~~EXCEL~~  
WITH THE BENDIX FUEL CONTROL AND ONION SLICER OPERATION.

END OF MESSAGE

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SECURITY CLASSIFICATION

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MAY 55

U.S. GOVERNMENT PRINTING OFFICE

## JOINT MESSAGE FORM

SECURITY CLASSIFICATION

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64063

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION INFO <b>IMMEDIATE</b>	BOOK MULTI SINGLE			

FROM

7404

TO

OXCART

## SPECIAL INSTRUCTIONS

1 SIGCEN  
1 COMUS  
1 DCS (JAHNY)  
1 DCS  
1 DCM  
1 RAD

AIRCRAFT 122 MADE FLIGHT 67, 1 SEPT 64, PILOT [REDACTED] TO TIME 0811, DURATION 47 MINUTES. MAX MACH 2.71, MAX ALT 75,000 FEET. T.O. SPEED 205 KNOTS, DISTANCE 6300 FEET. PURPOSE OF FLIGHT: ACCELERATION TO MACH 2.7 TO CHECK AUTOMATIC ONION SLICERS AND FUEL CONTROLS, ONE BENDIX, ONE H-S.

ENGINES WERE PRETRIMMED AND WERE AT 820 DEGREES AND 775 DEGREES AT TAKEOFF, BOTH SETTLED OUT AT 800 DEGREES DURING CLIMB BUT THE H-S SLIPPED DOWN TO 766 DEGREES AS ALTITUDE INCREASED. [REDACTED] TRIMMED H-S AT MACH 2.2, 2.4 AND 2.6 WHERE HE RAN OUT OF TRIM.

AT MACH 2.6 TO 2.7 ONION SLICER WAS MOVING AND APPEARED TO BE WORKING SATISFACTORILY, HOWEVER AT MACH 2.71 THE SHOCK POPPED, THE BENDIX ENGINE WENT TO 840 DEGREES, NO AUTO RESTART OCCURRED, [REDACTED] REDUCED THROTTLES TO IDLE AND ENGINE REMAINED AT 840 DEGREES, HE INITIATED RESTART CYCLE AND ENGINES RESTARTED. AT MACH 2.35 HE

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MONTH	YEAR

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DD FORM

MAY 59

REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM: [REDACTED]

(PAGE TWO)

7404

RELIT AB'S, WENT ON AUTOMATIC, ACCELED TO MACH 2.6 AND RETURNED  
HOME. 14,000 POUNDS OF FUEL REMAINED.

GOOD LANDING WITH SLOW CHUTE DEPLOYMENT.

END OF MESSAGE

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MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1962-544744

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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**PRIORITY****SECRET**

ACTION		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
INFO		BOOK	MULTI	SINGLE		
FROM: [REDACTED]		TO: [REDACTED] HQS [REDACTED] OPS FLTEST				SPECIAL INSTRUCTIONS
TO: [REDACTED]		INFO: [REDACTED]				1 SIG CEN 1 COMDR 1 DCS 1 DCM 1 DCO 1 R&D
1. ARTICLE 122 MADE FLT 68 ON 4 SEP 64. PILOT [REDACTED] TAKE OFF AT 13:48 HOURS FOR 54 MINUTES. GROSS WEIGHT 101,000 LBS, C.G. 21.9 PERCENT, TAKE OFF DISTANCE 7900 FT, TAKE OFF SPEED 208 KTS, PRESSURE ALTITUDE 4347 FT, TEMPERATURE 86 DEGREES, WIND 230/10 WITH GUSTS TO 16 KTS, MAXIMUM SPEED 2.57 MACH, MAXIMUM ALTITUDE 69,000 FT, TIME OVER 2.0 MACH THIS FLT 25 MINUTES. TOTAL ACFT TIME 64:07. PURPOSE: ENGINES TO 2.65 MACH WITHOUT TRIMMING. CONFIGURATION: STANDARD.						
2. INLET CONFIGURATION FOR TAKE OFF HAD ONION SLICERS AND BY-PASS DOORS MANUALLY CLOSED AND SPIKES "AUTO". EGT'S PRIOR TO TAKE OFF WERE 788 DEGREES LEFT AND 794 DEGREES RIGHT. THE TAKE OFF WAS NORMAL AND THE SLICERS PLACED IN "AUTO" AFTER TAKE OFF. ACCELERATION THROUGH 1.0 MACH WAS SLOW WITH [REDACTED] SETTING THE PITCH TRIM 4 DEGREES OUT OF NEUTRAL AT THIS POINT. ACCELERATION WAS NORMAL WITH VERY MILD ROUGHNESS AT 2.3 MACH. SHOCK EXPULSION ON THE RIGHT AND THEN LEFT SIDE OCCURRED AT 2.57 MACH. AUTO RESTARTS WERE [REDACTED]						
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SECURITY CLASSIFICATION		NUMBER OF PAGES		MONTH		
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DD FORM 1 MAY 55 173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM

7473

BANK WAS MADE AT 2.53 MACH. THE ENGINES WERE NOT TRIMMED THROUGHOUT THE FLT WITH THE LEFT APPEARING TO BE THE BETTER. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

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MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1961-690688



## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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11 SEP 64 19 14z

64197

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	BOOK	MULTI	SINGLE	
INFO				

FROM: [REDACTED]

7537

AFIGO-S WRI PAT

TO:

HDS

INFO:

OPS FLTEST

SPECIAL INSTRUCTIONS

- 1 SIG OEN
- 1 COMDH
- 1 DCS
- 1 DCM
- 1 DCC
- 1 R&D

1. ARTICLE 122 MADE FLT 69 ON 11 SEP 64. PILOT: [REDACTED] TAKE OFF AT 09:09 HOURS FOR 51 MINUTES. GROSS WEIGHT 100,200 LBS, C.G. 19.4 PERCENT, TAKE OFF DISTANCE 6400 FT, TAKE OFF SPEED 215 KTS, PRESSURE ALTITUDE 4190 FT, TEMPERATURE 57 DEGREES, WIND CALM, MAXIMUM SPEED 3.02 MACH, MAXIMUM ALTITUDE 74,000 FT, TIME OVER MACH 2.0 THIS FLT 25 MINUTES. TOTAL ACFT TIME 64:58. PURPOSE: ACCELERATION TO 3.0 MACH WITHOUT TRIMMING ENGINES. CONFIGURATION: EVERY OTHER TUBE IN THE BY-PASS DOORS WERE SCREENED WITH THE REAR OF THE SCREENED TUBES BLOCKED OFF TO ALLOW THE AIR TO GO EITHER AFT OR OVERBOARD. *By-Pass Doors*

2. ENGINE EGT'S PRIOR TO TAKE OFF WERE 810 DEGREES LEFT AND 803 DEGREES RIGHT. IMMEDIATELY AFTER TAKE OFF BOTH ENGINES WENT 800-810 DEGREES. ACCELERATION FROM .98 MACH TO 1.1 MACH WAS EXTREMELY SLOW.

[REDACTED] NOTED DURING THIS PERIOD, THAT THE PITCH TRIM INDICATOR SHOWED 4 DEGREES DOWN AND THE EGT'S WERE 780 DEGREES. THE ONION

SLICERS WERE PLACED IN "AUTO" AFTER TAKE OFF AND NOT

DATE	TIME
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MONTH	YEAR
64	

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SECURITY CLASS	RELEASE
ON	
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DD FORM 1 MAY 64 173

REPLACES DD FORM 173, 1 OCT 48 WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM

7537

"CLOSED" MANUALLY UNTIL DECELERATING THROUGH 1.6 MACH. THE SLICERS PROGRAMMED ON SCHEDULE THROUGHOUT "AUTO" OPERATION. INTERMITTENT AND VARYING DEGREES OF ROUGHNESS OCCURRED FROM 2.5 MACH TO MAX MACH OBTAINED. THE RIGHT EGT DROPPED TO 720 DEGREES AT 2.8 MACH. [REDACTED] WAS TOLD BY FLIGHT TEST TO TRIM TO 785 DEGREES WHICH HE DID. FUEL FLOWS CAME MORE IN LINE AND ACCELERATION IMPROVED AFTER TRIMMING. UPON REACHING 3.0 MACH, THE AIRSPEED WAS BLEED OFF TO 375 KEAS AND POWER REDUCED TO MILITARY FOR THE DESCENT. THE POWER LEVERS WERE RETARDED SLIGHTLY BELOW "MIL" AT 2.0 MACH TO ALLEVIATE ROUGHNESS. DESCENT AND LANDING WERE NORMAL. DRAG CHUTE WAS SLOW TO DEPLOY.

END OF MESSAGE

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DD FORM 173-1  
MAY 55

U.S. GOVERNMENT PRINTING OFFICE

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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G421015 SEP 64 1500Z  
RESERVED FOR COMMUNICATION CENTER

ACTION INFO INFO INFO	<b>IMMEDIATE</b>	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
		BOOK	MULTI	SINGLE			

SPECIAL INSTRUCTIONS	
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TO	INFO	INFO	INFO
FROM	FROM	FROM	FROM
SUBJECT	SUBJECT	SUBJECT	SUBJECT

1. ARTICLE 122 MADE FLIGHT 70, 15 SEPT 64. TAKEOFF TIME 0811, DURATION 51 MINUTES. MAX MACH 3.02, MAX ALTITUDE 73000 FT. TAKEOFF GROSS WT 106,300 LBS, CG: 19.5 PERCENT. TAKEOFF DISTANCE 6900 FT, SPEED 215 KIAS, WIND 12 TO 20 KNOTS, TEMPERATURE 66 DEGREES. PILOT [REDACTED] PURPOSE OF FLIGHT: ACCELERATION AND CLIMB AT 400 KEAS TO M3.0 WITH NO ENGINE TRIMMING.

2. THE START REQUIRED DOUBLE CLUTCHING OF ONE ENGINE AND A BASE START ON THE OTHER. ENGINES SETTLED AT 811 DEGREES AND 830 DEGREES FOR TAKEOFF. CONFIGURATION WAS SPIKE AND AFT BYPASSES (ONION SLICER) ON AUTOMATIC, FORWARD BYPASS DOORS CLOSED THROUGHOUT FLIGHT.

4. BAD VIBRATION NOTED AT 400 KEAS AT 15000 FT.
5. ACCELERATION VERY BAD FROM 1.0 TO 1.1 AND PITCH TRIM REQUIRED 1 DEGREE DOWN ABOVE M1.1 THE TRIM LEVELLED OFF TO 2 DEGREES AND ACCELERATION IMPROVED 30% AT M1.1.

SYMBOL		DATE		TIME	
TYPED NAME AND TITLE (Signature if required)		15		1100	
PHONE		MONTH		YEAR	
SECURITY CLASSIFICATION		64		64	
SECRET		SECRET		SECRET	

DD FORM 173

~~SECRET~~

OCT 64 WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM

7580

CONSIDERED POOR.

6. THE AFT BYPASSES (SLICERS) OPENED AT M1.6 AND 1.7 RESPECTIVELY BUT AROUND M2.0 THE RIGHT SLICER INDICATOR SHOWED IT CLOSED AND IT REMAINED SO FOR THE REST OF THE FLIGHT UNTIL --- AIRCRAFT SLOWED DOWN. THE AFT SLICER MODULATED FROM M2.45 ON OUT TO M3.02.

7. ECT'S DROPPED AS LOW AS 74.0 DEGREES BUT WERE NOT RE TRIMMED UP.

8. PILOT FELT AIRCRAFT WAS DRAG LIMITED AT M3.0 IN THIS CONFIGURATION, HOWEVER THE ECT'S WERE LOW. PILOT REPORTS THIS CONFIGURATION IS HARD TO SLOW DOWN ON THE DECELERATION.

9. NORMAL LANDING WITH GOOD CHUTE.

END OF MESSAGE

SYMBOL

R&amp;D

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SECURITY CLASSIFICATION

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DD FORM 173-1

MAY 55

U.S. GOVERNMENT PRINTING OFFICE: 1962-644744



JOINT MESSAGEFORM		SECURITY CLASSIFICATION	
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PRECEDENCE		TYPE MSG (Check)	
ACTION		BOOK	MULTI
INFO		SINGLE	
FROM: [REDACTED]		ACCOUNTING SYMBOL	
TO: [REDACTED]		ORIG. OR REFERS TO	
7624 AF-60-5 URMAT		CLASSIFICATION OF REFERENCE	
INFO: [REDACTED]		SPECIAL INSTRUCTIONS	
OPS FLTEST		1 SIG CEN	
1. ARTICLE 122 MADE FLT 71 ON 17 SEP 64. PILOT: [REDACTED]		1 COMDR	
TAKE OFF AT 09:37 FOR 1 HOUR AND 5 MINUTES. GROSS WEIGHT 106,100		1 DCS	
LBS, C.G. 21.9 PERCENT, TAKE OFF DISTANCE 7000 FT, TAKE OFF SPEED		1 DCM	
212 KTS, PRESSURE ALTITUDE 4337 FT, TEMPERATURE 63 DEGREES, WIND CALM.		1 DCO	
MAXIMUM SPEED 3.08 MACH, MAXIMUM ALTITUDE 76,000 FT, TIME OVER 2.0		1 EAD	
MACH THIS FLT 45 MINUTES, TIME AT 2.98 MACH THIS FLT 20 MINUTES.			
PURPOSE: ACCELERATION AND CRUISE AT 3.1 MACH WITH NO ENGINE TRIMMING.			
CONFIGURATION: AFT BY-PASS IN AUTOMATIC OPERATION AND FORWARD BY-PASS			
MANUALLY CLOSED FOR ENTIRE FLT.			
2. TAKE OFF AND CLIMB ON 400 KEAS LINE AND MAXIMUM AFTERBURNER WERE			
NORMAL. [REDACTED] NOTED THAT AFT BY-PASS STARTED TO MODULATE AT 1.6			
MACH. AFT BY-PASS STARTED TO CLOSE AGAIN AT 2.3 MACH. VERY MILD INLET			
ROUGHNESS DEVELOPED AT 2.55 BUT DISAPPEARED IN A MATTER OF SECONDS.			
MILD SPIKE HAMMER DEVELOPED AT MOMENTARILY AT 2.8 MACH.			
REACHED 3.01 MACH [REDACTED]			
TYPED NAME AND TITLE (Signature, if required)		DATE	
PHONE		17	
SECURITY		1615	
LOCATION		64	
PAGE 1			
PAGE 2			

DD FORM 1 MAY 65 173

REPLACES DD FORM 173, 1 OCT 45, WHICH WILL BE USED UNTIL EXHAUSTED

NC



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~  
~~OUT~~

FROM:

7624

THROTTLES TO MINIMUM AFTERBURNER POSITION. HE CRUISED 20 MINUTES AT 3.01 MACH USING MINIMUM AFTERBURNERS. THIS INCLUDED A 180 DEGREE TURN, 45 DEGREE BANK AT 1.5 G'S. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL. A QUICK POSTFLIGHT INSPECTION INDICATED THE A/R PANELS AND BLANKETS WERE OKAY. INSTRUMENT PACKAGE VERIFICATION OF FLIGHT TEST DATA REVEALS THAT 20 MINUTE CRUISE WAS AT 2.98 MACH.

END OF MESSAGE

SYMBOL

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PAGES

SECURITY CLASSIFICATION

~~SECRET~~

2

2

DD FORM 173-1  
MAY 68~~OUT~~

GOVERNMENT PRINTING OFFICE: 1

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

25 SEP 64 19 55z

~~OUT~~

64108

PRECEDENCE	NOTES	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	<b>PRIORITY</b>	BOOK	MULTI	SINGLE	
INFO	ROUTINE				

FROM:

[Redacted]

SPECIAL INSTRUCTIONS

TO:

[Redacted] HQS

INFO:

[Redacted] REIGNS - IMP/PAT

OPS FLTEST

- 1 SIG CEN
- 1 COMB
- 1 DCS
- 1 DCM
- 1 DCO
- 1 RAD

1. ARTICLE 122 MADE FLT 72 ON 25 SEP 64. PILOT: [Redacted]

TAK OFF AT 08:48 HOURS FOR 55 MINUTES. GROSS WEIGHT 100,000 LBS, C.G. 20.8 PERCENT, TAKE OFF DISTANCE 6500 FT, TAKE OFF SPEED 205 KTS, PRESSURE ALTITUDE 4295 FT, TEMPERATURE 59 DEGREES, WIND CALM, MAXIMUM SPEED 2.86 MACH, MAXIMUM ALTITUDE 77,000 FT, TIME OVER MACH 2.0 THIS FLT 25 MINUTES, TOTAL ACFT TIME 67:49. PURPOSE: ACCELERATION TO AND CRUISE AT 2.8 MACH WITH NO ENGINE TRIMMING. CONFIGURATION: STANDARD.

2. ENGINES WERE TRIMMED TO 804 DEGREES LEFT AND 812 DEGREES RIGHT.

THE INLET CONFIGURATION FROM TAKE OFF, UNTIL THE AFT BY-PASS DOORS WERE MANUALLY CLOSED FOR LANDING, WAS SPIKES "AUTO", AFT BY-PASS "AUTO" AND FORWARD DOORS MANUALLY "CLOSED". THE COMPLETE FLT WAS FLOWN WITHOUT TRIMMING. A 400 KEAS CLIMB WAS MADE AND MINIMUM A/B ESTABLISHED FOR CRUISE. CRUISE AT 2.8 MACH WAS 10 MINUTES, PRIOR TO THE DECELERATION, MAXIMUM A/B WAS USED AND KEAS BROUGHT TO 330. THE OTTLES WERE RETARDED TO

MILITARY WITH A SMOOTH TRANSITION. THE RIGHT OTT

SYMBOL

SIGNATURE

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PHONE

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SECURITY

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2

DD FORM 1 MAY 55 173

REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

FROM

7745

~~SECRET~~

OVERBOARD DURING THE DECELERATION BUT COULD BE CONTROLLED BY  
THROTTLE MOVEMENT. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE  
NORMAL.

END OF MESSAGE

SYMBOL

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SECURITY CLASSIFICATION

~~SECRET~~

DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1951 - 89888

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

30 SEP 64 02z

04100

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION: IMMEDIATE	BOOK MULTI SINGLE			
INFO: ROUTINE				

[REDACTED]

WRIPAT - AFICG-S

TO: HQS INFO [REDACTED]

[REDACTED] "O"

KAD

[REDACTED] FLTEST OPS

## SPECIAL INSTRUCTIONS

1-SIGCEN  
1-CHDR  
1-RAD  
1-DCO  
1-DCH  
1-DES

1. ARTICLE 122 BADA FLT 73 30 SEP 64. T.O. TIME 0913, DURATION 1 HOUR 4 MINUTES. T.O. GROSS WT 103000 LBS, CG 29.9 PERCENT, MAXIMUM MACH 2.82, MAXIMUM ALTITUDE 75,000 FT. T.O. DISTANCE 6500 FEET, T.O. SPEED 215 KIAS, WIND CALM, TEMP 49 DEGREES F, FUEL [REDACTED] PURPOSE OF FLIGHT: AFTERBURNER BLOWOUT INVESTIGATION.
2. RGT ON BOTH ENGINES SATISFACTORY THROUGHOUT FLIGHT WITH NO TRIMMING REQUIRED.
3. THE CARD CALLED FOR CLIMB TO M2.8 AND 400 KEAS AND THEN HOLD, MAXIMUM AB AND CLIMB AT M2.8 UNTIL BLOWOUT OCCURRED. WHILE IN THIS MANEUVER AT M2.8 THE LEFT INLET STALLED WHEN AIRPLANE REACHED 380 KEAS. AFTER RECTIFYING SPIKE TO RESTART INLET THE SPIKE WOULD NOT RETURN AFT BUT STAYED IN FULL FORWARD POSITION.

DATE: 30 MONTH: 1220  
YEAR: 64

SYMBOL	TYPED NAME AND TITLE (Signature, if required)		
PHONE	PAGE NO.	NR. OF PAGES	
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DD FORM 173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

NC

~~SECRET~~

7822

AFTER REOPENING FORWARD AND AFT BY-PASSES AND CYCLING POWER ON THE RIGHT ENGINE, IT BECAME NECESSARY TO RECYCLE SPIKE AGAIN AND THIS TIME IT RETURNED AFT AFTER RESTART.

4. THE MANEUVERS WAS THEN REATTEMPTED AND THIS TIME INLET STALL OCCURRED AT M2.78 AT 390 KEAS.

5. PILOT THEN ELECTED TO START SECOND PART OF CARD CALLING FOR M2.8 CRUISE AT 390 KEAS INCLUDING TURNS. AIRCRAFT PERFORMED PERFECTLY AT THESE CONDITIONS IN A 30 DEGREE BANK FOR APPROXIMATELY 360 DEGREES INCLUDING CYCLING OF POWER IN EACH ENGINE FROM MAXIMUM TO MINIMUM AS AND RETURN. EVERYTHING WAS GLASSY SMOOTH DURING THIS MANEUVER.

6. LANDING WAS NORMAL WITH GOOD CHUTE. VRF WAS MARGINAL.

END OF MESSAGE

SYMBOL

EAD

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SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
MAY 55

U.S. GOVERNMENT PRINTING OFF



## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

~~SECRET~~  
~~IN~~  
23207

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION <b>ROUTINE</b>	BOOK <input type="checkbox"/> MULTI <input type="checkbox"/> SINGLE <input type="checkbox"/>	9		
INFO				

FROM:

4934

TO:

SPECIAL INSTRUCTIONS

Section	Act	Info
Comdr		
DCS		
DCO (2)		
DCM (2)		
Secur		
Admin		
Medic		
Finan		
R & D		
Commo		
HGR		
HGR/M		
H-1		
H-2E		
H-2P		
H-2M		
H-6H		
H-7W		

AS YOU HAVE BEEN DOING, PLS CONTINUE PROVIDE  
APPROX TIME AT OR ABOVE MACH 2.8 ON EACH FLIGHT REPORT.  
WHAT WAS TIME AT MACH 2.8 FOR ARTICLE 122 FLIGHT 73?

END OF MSG

DATE	TIME
01	1719Z
MONTH	YEAR
OCT	64

IDL

SIGNATURE

NAME AND TITLE (Signature, if required)

TYPED (or stamped) NAME AND TITLE

PAGE NR. 1 OF 1 PAGES

CLASSIFICATION

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RECEIVED

1594-64

173

~~SECRET~~

FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

PRIORITY

64753

ACTION	PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
		BOOK	MULTI	SINGLE			
INFO	ROUTED						

FROM:

TO:

HQ

8086

AF1605 - WR/PAT

INFO:

OPS FLEET

SPECIAL INSTRUCTION

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DCM
- 1 DCO
- 1 R&D

1. ARTICLE 122 MADE FLT 75 ON 14 OCT 64. PILOT OFF AT 16:18 HOURS FOR 1 HOUR AND 6 MINUTES. GROSS WEIGHT 110,000 LBS, C.G. 21 PERCENT, TAKE OFF DISTANCE 8300 FT, TAKE OFF SPEED 210 KTS, PRESSURE ALTITUDE 4320 FT, TEMPERATURE 78 DEGREES, WIND 180/10, MAXIMUM SPEED 2.41 MACH, MAXIMUM ALTITUDE 71,000 FT, TIME OVER 2.0 MACH THIS FLT 30 MINUTES. PURPOSE: LEFT ENGINE EXHAUST NOZZLE STABILITY TEST. CONFIGURATION: AFT BY-PASS AUTOMATIC OPERATION.

2. TAKE OFF AND CLIMB USING THE STANDARD PROCEDURE WAS NORMAL UNTIL 1.6 MACH. CLIMB SPEED LINE WAS 350 KEAS AND NOZZLE FLUCUATION DEVELOPED AT 1.6 MACH AND CONTINUED TO 2.38 MACH. THE LEFT ENGINE POWER LEVER WAS RETARDED TO MILITARY POWER AND THE EXHAUST NOZZLE FLUCUATION STOPPED. A SECOND ACCELERATION WAS MADE AT 320 KEAS AND AGAIN EXHAUST NOZZLE FLUCUATION STARTED AT 1.6 MACH AND CONTINUED TO 2.33 MACH. TERMINATED THE TEST AT THIS POINT. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

DATE 14 OCT 64  
TIME 2200

SYMBOL

TYPED NAME AND TITLE (Signature, if required)

PHONE

SECURITY CLASS

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SIGNATURE

TYPE

DCM

FORM 1 MAY 55 173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

**SECRET  
OUT**

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

30 OCT 64 20 24z

65076

ACTION INFO	<b>PRIORITY ROUTINE</b>	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
		BOOK	MULTI	SINGLE			

FROM: **B405**TO: **HQS**INFO: **WR/PAT AF160-2 F1C/EDY**

"O/I"

FLTEST/ OPS

## SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- ① DCO
- 1 DCS
- 1 DCM
- 2 R&D

1. ARTICLE 122 MADE FLIGHT 76 ON 30 OCT 64. PILOT: **[REDACTED]**  
 TAKE OFF AT 0745 HOURS FOR 52 MINUTES. GROSS WEIGHT: 103,100 LBS,  
 C.G. 20.1 PERCENT, TAKE OFF DISTANCE 6100 FEET, TAKE OFF SPEED 213  
 KTS, PRESSURE ALTITUDE 4242 FEET, TEMPERATURE 33 DEGREES, WIND 340/3,  
 MAXIMUM SPEED 2.86 MACH, MAXIMUM ALTITUDE 75,000 FT, TIME OVER 2.0 MACH  
 THIS FLIGHT 20 MINUTES, TIME OVER 2.8 MACH THIS FLIGHT 10 MINUTES. TOTAL  
 AIRCRAFT TIME: 71:45. PURPOSE: LEFT ENGINE RESTART AT 2.8 MACH USING  
 HYDROGEN IGNITION SYSTEM. CONFIGURATION: STANDARD WITH HYDROGEN IGNITION  
 ON LEFT ENGINE AND RIGHT ENGINE WITH SUSPECTED NOZZLE INSTABILITY.

2. THE ENGINES WERE NOT TRIMMED PRIOR TO TAKE OFF OR DURING FLIGHT.  
 THE TAKE OFF AND CLIMB TO 2.8 MACH WERE NORMAL. PREPARATIONS FOR ENGINE  
 SHUT DOWN WERE INITIATED AT 2.83 MACH AND 350 KEAS. THROTTLE WAS  
 RETARDED TO MILITARY, AIR CONDITIONING CROSS-OVER SELECTED, FORWARD  
 By **[REDACTED]** PASS DOORS FULL OPEN, POWER STABILIZED AT IDLE AND THE ENGINE  
 SHUT DOWN WITH RPM STABILIZING AT 4500. A SMOOTH DELTANT WAS

DATE	TIME
30	1200
MONTH	YEAR
Oct	64

WRITER	SYMBOL	
	TYPED NAME AND TITLE (Signature, if required)	
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**SECRET**

DCM

DD FORM 1 MAY 55 173

FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

**SECRET  
OUT**

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~  
~~OUT~~

FROM

8405

OBTAINED AT 2.7 MACH AND POWER ADVANCEMENT TO MILITARY WAS SMOOTH.  
A 350 KEAS DECELERATION WAS USED. THE DESCENT AND LANDING WERE  
NORMAL. THE BRAG CHUTE DEPLOYED MOMENTARILY AND THEN SHREDED. THE  
CHUTE JETTISON WAS NORMAL.

END OF MESSAGE

SYMBOL

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SECURITY CLASSIFICATION

INITIALS

~~SECRET~~DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1951-58865

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~  
~~OUT~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

3 NOV 64 12 05z

PRECEDENCE <b>PRIORITY</b>	TYPE MSG (Check) BODE MULTI SINGLE	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
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FROM [REDACTED]	TO [REDACTED]	INFO [REDACTED]	SPECIAL INSTRUCTIONS
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TO [REDACTED]	INFO [REDACTED]	SPECIAL INSTRUCTIONS
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OPS FLTEST	SPECIAL INSTRUCTIONS
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ARTICLE 122 MADE FLT 77 ON 2 NOV 64. PILOT: [REDACTED]	SPECIAL INSTRUCTIONS
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OFF AT 13:14 HOURS FOR 52 MINUTES. GROSS WEIGHT 101,900 LBS, C.G.	SPECIAL INSTRUCTIONS
---	----------------------

21.9 PERCENT, TAKE OFF DISTANCE 5900 FT, TAKE OFF SPEED 215 KTS, PRESSURE	SPECIAL INSTRUCTIONS
---	----------------------

ALTITUDE 4320 FT, TEMPERATURE 60 DEGREES, WIND 320/10, MAXIMUM SPEED	SPECIAL INSTRUCTIONS
--	----------------------

2.83 MACH, MAXIMUM ALTITUDE 74,000 FT, TIME OVER MACH 2.0 THIS FLT	SPECIAL INSTRUCTIONS
--	----------------------

20 MINUTES, TIME OVER 2.8 MACH THIS FLT 8 MINUTES, TOTAL ACFT TIME	SPECIAL INSTRUCTIONS
--	----------------------

72:37. PURPOSE: ENGINE RELIGHTS AT DIFFERENT MACH NUMBERS USING	SPECIAL INSTRUCTIONS
---	----------------------

THE HYDROGEN IGNITION SYSTEM. CONFIGURATION: STANDARD WITH HYDROGEN	SPECIAL INSTRUCTIONS
---	----------------------

IGNITION SYSTEM ON LEFT ENGINE AND ENGINE WITH SUSPECTED NOZZLE INSTABILITY	SPECIAL INSTRUCTIONS
---	----------------------

ON RIGHT SIDE.	SPECIAL INSTRUCTIONS
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2. NEITHER ENGINE WAS THROTTLED PRIOR TO TAKE OFF OR THROUGHOUT THE	SPECIAL INSTRUCTIONS
---	----------------------

FLT. THE AFT BY-PASS DOORS WERE MANUALLY CLOSED FOR TAKE OFF AND PLACED	SPECIAL INSTRUCTIONS
---	----------------------

"AUTO" AFTER TAKE OFF WHERE THEY REMAINED UNTIL THE TRAFFIC PATTERN	SPECIAL INSTRUCTIONS
---	----------------------

WAS ENTERED FOR LANDING. THE STANDARD 400 KEAS CLIMB WAS USED TO	SPECIAL INSTRUCTIONS
--	----------------------

1.3 MACH WHERE THE KEAS WAS REDUCED TO 375. [REDACTED]	SPECIAL INSTRUCTIONS
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SYMBOL	SPECIAL INSTRUCTIONS
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TYPED NAME AND TITLE (Signature, if required)	SPECIAL INSTRUCTIONS
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PHONE	SPECIAL INSTRUCTIONS
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SECURITY	SPECIAL INSTRUCTIONS
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LOCATION	SPECIAL INSTRUCTIONS
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DATE	SPECIAL INSTRUCTIONS
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TIME	SPECIAL INSTRUCTIONS
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MONTH	SPECIAL INSTRUCTIONS
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YEAR	SPECIAL INSTRUCTIONS
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~~OUT~~

FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~  
~~OUT~~

FROM

THE KEAS WAS ALLOWED TO BLEED OFF TO 350. PREPARATIONS FOR LEFT ENGINE SHUTDOWN WERE INITIATED AT 2.83 MACH. THE LEFT FORWARD BY-PASS DOORS WERE OPENED. BOTH THROTTLES RETARDED TO MILITARY AND THEN THE LEFT THROTTLE WAS RETARDED TO IDLE AND ALLOWED TO STABILIZE. THE ENGINE WAS SHUT DOWN AT 2.8 MACH AND ALLOWED TO STABILIZE PRIOR TO A SMOOTH RELIGHT. BOTH A/B RELIGHTS WERE SMOOTH. A MILITARY DESCENT WAS MADE AT 320 KEAS TO 1.5 MACH. THE LEFT EGT ATTEMPTED TO GO OVERBOARD AT 1.7 MACH, BUT THE THROTTLE WAS RETARDED TO DUMP THE EGT. ANOTHER RELIGHT WAS ATTEMPTED AT 1.5 MACH AND 370 KEAS. THE LEFT INLET CHUGGED WHEN THE ENGINE WAS SHUT DOWN. THE FORWARD BY-PASS DOOR WAS MANUALLY OPENED TO CLEAR THE INLET. THE RELIGHT ATTEMPT WAS UNSUCCESSFUL. KEAS WAS INCREASED TO 390 TO COMPENSATE FOR THE FORWARD BY-PASS DOORS BEING OPENED. A GOOD RELIGHT WAS THEN MADE. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE ~~HOW~~ NORMAL.

END OF MESSAGE

SYMBOL

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SECURITY CLASSIFICATION

~~SECRET~~

INITIALS

DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1952-644744

~~SECRET~~  
~~OUT~~

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

**SECRET  
OUT**

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

5 NOV 64 01 44z

PRIORITY		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	ROUTINE	BOOK	MULTI	SINGLE		
FROM:						SPECIAL INSTRUCTIONS
TO:	AFICG-S WP/DTI FTO					1 SIG CH 1 COMDE 1 DCS 1 DCH 1 DCO 2 RAD
INFO:	OPS FLTEST					
<p>1. ARTICLE 122 MADE FLT 78 ON 4 NOV 64. PILOT: [ ] TAKE OFF AT 14:35 HOURS FOR 52 MINUTES. GROSS WEIGHT 101,700 LBS, C.G. 21.32 PERCENT, TAKE OFF DISTANCE 6400 FT, TAKE OFF SPEED 215 KTS, PRESSURE ALTITUDE 4190 FT, TEMPERATURE 65 DEGREES, WIND LIGHT AND VARIABLE, MAXIMUM SPEED 2.83 MACH, MAXIMUM ALTITUDE 75,000 FT, TIME OVER MACH 2.0 THIS FLT 30 MINUTES, TIME OVER 2.8 MACH THIS FLT 10 MINUTES. TOTAL ACFT TIME 73:29. PURPOSE: EXTEND THE AIRSTART FOR THE HYDROGEN IGNITION SYSTEM AND GATHER CAM DATA ON ENGINE TRIM. CONFIGURATION: STANDARD.</p> <p>2. TAKE OFF WAS NORMAL WITH SPIKES "AUTO" AND BOTH FORWARD AND AFT BY-PASS DOORS MANUALLY CLOSED. THE AFT BY-PASS DOORS WERE PLACED IN "AUTO" AFTER TAKE OFF. A MAXIMUM POWER, 400 KEAS CLIMB WAS MADE TO 1.3 MACH AND A 375 KEAS CLIMB TO CRUISE. A HIGH FREQUENCY, LOW AMPLITUDE VIBRATION BEGAN AT 2.0 MACH AND CONTINUED TO AROUND 2.4 MACH. AS 2.8 MACH WAS REACHED THE KEAS WAS REDUCED TO 350. A MILITARY DECELERATION OF 350 KEAS WAS MADE TO 2.45 MACH WHERE THE LEFT ENGINE WAS SET TO 2.45 MACH.</p>						
SYMBOL		TYPED NAME AND TITLE (Signature, if required)		DATE		TIME
PHO		PAGE NR		NR. OF PAGES		
SEC		CLASSIFICATION		1		
SECRET		OUT		DCH		

DD FORM 1 MAY 58 173

173. OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~  
~~OUT~~

FROM:

THE FORWARD BY-PASS DOORS WERE OPENED, POWER RETARDED TO IDLE AND THEN CUTOFF. INLET BURPING STARTED AND COULD NOT BE CLEARED BY PLACING THE SPIKE FORWARD. ONE UNSUCCESSFUL AIRSTART WAS ATTEMPTED IN ROUGHNESS. THE INLET BECAME SMOOTH AT 1.65 MACH AND A GOOD RELIGHT ACCOMPLISHED. ANOTHER SHUTDOWN WAS MADE AT 300 KEAS AND .83 MACH WITH THE FORWARD BY-PASS DOORS "MANUALLY" CLOSED. AS CUTOFF WAS SELECTED, THE AFT BY-PASS DOORS PROGRAMMED FULL OPEN WITH OCCASSIONAL BUBBLING OF THE INLET. TWO UNSUCCESSFUL AIRSTARTS WERE ATTEMPTED. THE KEAS WAS INCREASED TO 375 AND A GOOD RELIGHT MADE. THE DESCENT WAS NORMAL BUT THE CHUTE FAILED TO DEPLOY.

END OF MESSAGE

SYMBOL

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SECURITY CLASSIFICATION

INITIALS

~~SECRET~~  
~~OUT~~DD FORM 173-1  
MAY 55

★ U. S. GOVERNMENT PRINTING OFFICE: 1962-642745

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

15 NOV 64 20z

65072

PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE	
ACTION	DEFERRED	BOOK	MULTI	SINGLE			
INFO	ROUTINE						
FROM: [REDACTED]						SPECIAL INSTRUCTIONS  1-SIGCEN 1-COMDR 1-DCS 1-DCH 1-DCO 2-RAD	
TO: [REDACTED] AQS INFO [REDACTED] WEIPAT [REDACTED] [REDACTED] S							
[REDACTED] R+D [REDACTED] FLTHET OPS							
REF: [REDACTED] 778							
FOLLOWING INFO APPLIES FLT 79, ARTICLE 122: DURATION 54 MIN. TIME OVER 2.6 - 14 MINUTES.							
SYMBOL						DATE	TIME
TYPED NAME AND TITLE (Signature, if required)						19	1000
PHONE						MONTH	YEAR
SECURITY [REDACTED]							64
NR. OF PAGES							
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DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

13 NOV 64 0141Z

~~OUT~~

65452

PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	INFO	BOOK	MULTI	SINGLE		
FROM: <b>PRIORITY</b>		TO: <b>WR/ATT</b>		AF 1605		
SPECIAL INSTRUCTIONS						
<p>1. ARTICLE 122 MADE FLIGHT 79, 18 NOV 64. PILOT [REDACTED]</p> <p>TAKE OFF GROSS WEIGHT 102,900 LBS., CG 20.5 PERCENT. MAX MACH 2.85, MAX ALT 75,000. TAKE OFF DISTANCE 6,000 FT, 27 DEGREES F.</p> <p>2. PURPOSE OF FLIGHT: NEW FUEL CONTROL CCM ON LEFT ENGINE. H2 IGNITION. DRIP TEB SYSTEM ON RIGHT ENGINE. AIR STARTS.</p> <p>3. TAKE OFF AND CLIMB AT 390 KIAS WERE NORMAL. THREE ENGINE SHUT DOWNS WERE MADE ON RIGHT SIDE, CHECKING FUEL DRIP TEB PROBE SYSTEM, AT M2.8, M2.4 AND M.88. RELITES WERE MADE ON ALL SHUT DOWNS WITH NO TROUBLE EXCEPT ROUGHNESS PRIOR TO AND DURING RELITES.</p> <p>4. LANDING WAS NORMAL. MORE RELITES WILL BE ATTEMPTED ON NEXT FLIGHT.</p> <p>END OF MESSAGE</p>						<p>1-SigCen</p> <p>1-Comdr</p> <p>1-DCS</p> <p>1-DCN</p> <p>2-DCQ</p> <p>2-R&amp;D</p>
DATE						TIME
18						1715
MONTH						YEAR
64						
SYMBOL		TYPED NAME AND TITLE (Signature, if required)		R & D OFFICER		
PHONE		PAGE		R & D OFFICER		
SECURITY CLASSIFICATION		NN		R & D OFFICER		

DD FORM 1 MAY 55

03

FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

**SECRET**  
**OUT**

25 NOV 64 22 57z

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

6570

ACTION		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
INFO		BOOK	MULTI	SINGLE		
FROM: <b>PRIORITY</b>						
TO: [REDACTED]						SPECIAL INSTRUCTIONS
INFO: [REDACTED]						1 SIG CEN
OPS FLTEST						1 COMDR
						1 DCS
						1 DCM
						1 <u>DCO</u>
						2 R&D

1. ARTICLE 122 MADE FLT 80 ON 25 NOV 64. PILOT [REDACTED] TAKE OFF AT 11:37 HOURS FOR 56 MINUTES. GROSS WEIGHT 99,400 LBS, C.G. 21.5 PERCENT, PRESSURE ALTITUDE 4373 FT, TEMP 49 DEGREES, WIND 350/1, MAXIMUM SPEED 2.84 MACH, MAXIMUM ALTITUDE 74,500 FT, TIME OVER MACH 2.0 THIS FLT 32 MINUTES, TIME OVER 2.8 MACH THIS FLT 12 MINUTES. TOTAL ACFT TIME 75:19. PURPOSE: PERFORMANCE ACCELERATION & RUISE AT 2.8 MACH WITH MACH HOLD ENGAGED. RIGHT ENGINE AIR STARTS AT 2.0 MACH, 1.6 MACH AND 1.2 MACH. CONFIGURATION: STANDARD.

2. TAKE OFF AND CLIMB, USING THE NEW CLIMB SCHEDULE OF 400 KEAS AND ADVANCING POWER FROM MILITARY AT .85 MACH TO MAXIMUM POWER AT .95 MACH, WERE NORMAL. MACH HOLD WAS GOOD WITH A SLOW, SMOOTH ROLLER COASTER EFFECT. MACH WAS HELD BETWEEN 2.83 AND 2.88 MACH. AS A 40 DEGREE BANK WAS ESTABLISHED IN MACH HOLD, THE ROLLER COASTER EFFECT INCREASED. A TRANSIT OCCURRED, WHEN THE AUTO PILOT WAS DISENGAGED, THAT POPPED THE SHOCK ON THE LEFT SIDE. THE RIGHT SHOCK WAS

DATE	TIME
25	1500

WRITER: [REDACTED] TYPED: [REDACTED]

PHONE: [REDACTED] PAGE NR: [REDACTED] NR: [REDACTED]

SECURITY CLASSIFICATION: [REDACTED]

**SECRET****OUT**DD FORM 173  
1 MAY 55

173. 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~  
~~OUT~~

FROM

8815

POPPED IN AN ATTEMPT TO RECOVER THE LEFT SIDE. THE RIGHT RECOVERED AUTOMATICALLY. THE LEFT RECOVERED AFTER THE AFT BY-PASS DOORS WERE PLACED IN "AUTO". THE RIGHT ENGINE WAS SHUT DOWN AT 2.0 MACH AND 350 KEAS. BURPING STARTED AND COULD NOT BE CLEARED BY PLACING THE SPIKE FORWARD. ROUGHNESS STARTED AND CONTINUED TO 1.3 MACH. SEVERAL RESTART ATTEMPTS WERE MADE IN BOTH ROUGHNESS AND AFTER THE INLET SMOOTHED OUT AT 1.3 MACH. THE AFT BY-PASS DOORS WERE PLACED MANUALLY CLOSED AND A GOOD RELIGHT ACCOMPLISHED AT 1.2 MACH. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

SYMBOL

PAGE

NR

NR OF

PAGES

SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
MAY 55

U. S. OFFICIALS

~~OUT~~

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

30 DEC 64 21 08z

65629

PRECEDENCE		TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	INFO	BOOK	MULTI	SINGLE			
PRIORITY	ROUTINE						
<p>TO: [ ] DO-5 INFO [ ] [ ] [ ] [ ] [ ]</p> <p>[ ] FLTEST OPS</p> <p>9014</p> <p>1. ARTICLE 122 MADE FLIGHT 81 ON 3 DEC 64, PILOT [ ]</p> <p>TAKOFF TIME 0932 FOR A FLIGHT OF 58 MINUTES DURATION. PURPOSE OF FLIGHT: 5 MINUTES AT 3.0 MACH FOR HEAT SOAK OF PLASTICS, AIR STARTS ON R.H. ENGINE, AND TO CHECK TRIMMING OF CAMS ON L.H. ENGINE. TAKEOFF GROSS WEIGHT OF 102,100 LBS, CG: 21.7 PERCENT. TAKEOFF DISTANCE 6400 FEET, TAKEOFF SPEED 220 KNOTS, TEMPERATURE 58 DEGREES, WIND CALM. MAXIMUM SPEED 3.07 MACH, MAXIMUM ALTITUDE 78,000 FEET. TIME OVER 2.0 MACH 21 MINUTES, TIME ABOVE 2.6 MACH 14 MINUTES, TIME ABOVE 2.8 MACH 10 MINUTES, TIME ABOVE 3.0 MACH 6 MINUTES.</p> <p>2. THE LEFT ENGINE WAS NOT TRIMMED PRIOR TO TAKEOFF OR DURING FLIGHT. STABILIZED AT 787 DEGREES AT TAKEOFF. THE RIGHT ENGINE WAS TRIMMED DOWN TO 760 DEGREES PRIOR TO TAKEOFF AND WAS RE-TRIMMED DURING FLIGHT MANY TIMES. TAKEOFF WAS AT 220 KTS AND CLIMB WAS INITIALLY 375 KEAS. A TUNNEL CLEARANCE WAS NOT OBTAINED, AND TRANSONIC ACCELERATION WAS MADE LEVEL.</p>						<p>SPECIAL INSTRUCTIONS</p> <p>1-SIGCIN 1-COMDR 1-DCO 1-DCM 1-DCS 2-R&amp;D</p>	
<p>DATE</p> <p>MONTH</p>						<p>TIME</p> <p>YEAR</p>	
<p>TYPED NAME AND TITLE (Signature, if required)</p> <p>PHONE</p> <p>SECURITY [ ]</p>						<p>NR. OF PAGES</p> <p>1 2</p> <p>ASST DCS</p>	

DD FORM 1 MAY 64 173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

ALTITUDE A REAR END TUNNEL VIBRATION WAS NOTICEABLE. THE MA-1 WAS OFF 15 DEGREES AND IFF INOPERATIVE. TRANSONIC ACCELERATION WAS POOR. AT 1.6 MACH AFT BY-PASS DOORS STARTED OPEN AND WERE FULL OPEN AT 1.8 MACH. THERE WAS NO NOTICEABLE ROUGHNESS OUT TO 2.5 MACH.

3. ACCELERATION WAS CONTINUED IN A 30 DEGREE BANKED TURN TO 3.0 MACH AT 78,000 FEET, 375 KEAS. ROUGHNESS WAS NOTED ABOVE 2.5 MACH AND WAS CONTINUOUS ABOVE 2.5 MACH. THE ARTICLE WAS FLOWN OVER THE BASE AT 2.9 MACH AND 74,000 FEET FOR SONIC BOOM. THE RIGHT ENGINE WAS THEN SHUT DOWN. KEAS WERE HELD AT 350 DURING THE RE-LIGHT ATTEMPTS. 6-7 UNSUCCESSFUL START ATTEMPTS WERE MADE WITH THE HYDROGEN IGNITION SYSTEM FROM 2.5 MACH DOWN TO 0.8 MACH. AT 0.8 MACH 350 KEAS AND 22,000 FEET ALTITUDE RE-LIGHT WAS SUCCESSFUL.

4. LANDING NORMAL. CHUTE OPERATION NORMAL.

END OF MESSAGE

SYMBOL

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NRNR OF  
PAGES

SECURITY CLASSIFICATION

~~SECRET~~

FORM

DD FORM 173-1  
1 MAY 55

U.S. GOVERNMENT PRINTING OFFICE

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

4 DEC 64 04 13z

~~OUT~~

65702

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
<b>PRIORITY</b>	MULTI SINGLE			

FROM:

9027

SPECIAL INSTRUCTIONS

TO: HQS

INFO

NR/PAT - AFICOS - FIST

FLTEST OPS

1-SIGCEN  
1-COMDR  
1-DCO  
1-DCM  
1-DCS  
1-P&D  
1-Hanga

1. ARTICLE 122 MADE FLIGHT 82 ON 3 DEC 64, PILOT [REDACTED]  
THIS IS THE SECOND FLIGHT THIS ARTICLE THIS DATE. TAKEOFF 1348  
FOR 1 HOUR 43 MINUTES. PURPOSE OF FLIGHT: 1. CHECK REFUELING  
SYSTEM. 2. ACCELERATE 0.9 TO 3.2 MACH WITH FULL FUEL. 3.  
CHECK INLETS AND ENGINES AT 3.2 MACH. 4. OBTAIN REFUELING  
PHOTOS. GROSS WEIGHT 82,100, CG: 21 PERCENT, TAKEOFF DISTANCE  
4800 FEET, TAKEOFF SPEED 210 KIAS. WIND 300/12, TEMPERATURE  
50 DEGREES. MAXIMUM SPEED 3.2 MACH, MAXIMUM ALTITUDE 80,500,  
TIME OVER 50,000 FEET 35 MINUTES, TIMES OVER 2.0 MACH 30 MINUTES,  
TIME OVER 2.6 MACH 20 MINUTES, TIME OVER 3.0 MACH 10 MINUTES. TIME  
AT 3.2 MACH 6 MINUTES.

2. TRIMMED BOTH ENGINES MANUALLY, LEFT 805 DEGREES, RIGHT  
795 DEGREES. SPIKES AUTO, AFT BY-PASS MANUALLY CLOSED. TAKEOFF  
AND CLIMB TO TANKER NORMAL. JOINED WITH TANKER, COULD ONLY TAKE  
ON 50,000 LBS INDICATED WHILE DESCENDING TO 24,000 FEET WHERE

3 MONTH 1620  
DEC 64

SYMBOL	TYPED NAME AND TITLE (Signature, if required)	
PHONE	PAGE	NR. OF PAGES
SECURITY	1	2

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DD FORM 1 MAY 64 REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

SECRET

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**OUT**

[REDACTED] 0 27

DISCONNECTED AT MINIMUM ALTITUDE FOR TALKER CLEARANCE. ACCELERATED AT 400 KIAS. PILOT NOTED ACCELERATION POOR. IFF INOPERATIVE. PILOT WAS ON TOP OF OVERCAST FOR MAJORITY OF FLIGHT. ACCELERATED FROM 2.1 MACH TO 3.2 MACH IN TURN. MODERATE AIRFRAME BOUNCINESS FROM 2.5 MACH TO 3.2 MACH. ABOVE 3.0 MACH THE LEFT AFT BY-PASS DOORS CLOSED. THE RIGHT AFT BY-PASS DOORS WERE WANDERING BETWEEN OPEN AND CLOSED. AT 3.2 MACH THE KIAS VARIED 410 TO 420. THE OIL TEMPERATURE REMAINED ABOVE 35 - 40 PSI DURING 3.2 MACH FLIGHT. FUEL FLOW AT 3.2 MACH 80,000 FLEET WAS 15,000 POUND PER HOUR PER ENGINE. THE VOR WAS OPERATING ERRATICALLY AT 3.2. PILOT VISUALLY IDENTIFIED [REDACTED] REMAINED AT 3.2 MACH FOR 6 MINUTES. RPM BOTH ENGINES STEADY AT 7100. PILOT NOTED TDI OSCILLATING PLUS OR MINUS .04 WITH NO AIRFRAME ACCELERATION. WITH IFF, DMMI INOPERATIVE PILOT CALLED FOR VHF DF WHICH CONFIRMED POSITION. FIELD WAS 0.8 OVERCAST. DUMPED FUEL. LANDING AND CHUTE NORMAL.

END OF MESSAGE

SYMBOL

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SECURITY CLASSIFICATION

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**OUT**

DD FORM 1 MAY 55 173-1

GPO: 1955-644728

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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SPACE BELOW RESERVED FOR COMMUNICATION CENTER

16 DEC 64 07z

~~SECRET~~

67001

PRECEDENCE	TYPE-MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
PRIORITY	BOOK MULTI SINGLE			
INFO				

SPECIAL INSTRUCTIONS

9223 WR/PAT [REDACTED] FISH [REDACTED]  
 HQ INFO [REDACTED] FLTEST R4D  
 1-SIGCEN  
 1-COMR /  
 1-DCO  
 1-DCM  
 1-DCS  
 1-RAD  
 1-Ran

1. AIRCRAFT 122 MADE FLIGHT 83 ON 15 DEC 64. PILOT [REDACTED]  
 TAKE OFF 0825 FOR 1 HOUR AND 2 MINUTES. MISSION: ENGINE SHUT-  
 DOWN AT 2.0 MACH WITH HYDROGEN IGNITION SYSTEM, ACCELERATION TO 2.8 MACH.  
 OBTAIN ENGINE CAN DATA. GROSS WEIGHT 109,650 POUNDS, C.C. 21.3.  
 TAKEOFF DISTANCE 6800 FEET, TAKEOFF SPEED 220 KNOTS, TEMP 17  
 DEGREES, WIND CALM. MAXIMUM SPEED 2.84 MACH, MAXIMUM ALTITUDE  
 74,500 FEET. TIME OVER 2.0 MACH 25 MINUTES, TIME OVER 2.6 MACH  
 12 MINUTES, TIME OVER 2.8 MACH 5 MINUTES, TIME OVER 50,000 FEET  
 35 MINUTES.

2. ENGINES WERE TRIMMED PRIOR TO TAKE OFF AS FOLLOWS AND WERE  
 NOT RETRIMMED IN FLIGHT. LEFT 745 DEGREES, RIGHT 752 DEGREES.  
 ACCELERATION WAS SMOOTH WITH SOME ROUGHNESS NOTED UP TO 2.55  
 MACH. AN UNLIMITED CLIMB WAS MADE THROUGH TUNNEL. ROUGH AIR WAS  
 NOTED AT THE HIGHER ALTITUDES. WHILE STRAIGHT AND LEVEL AT 1.4  
 TO 1.6 MACH THE ALTITUDE HOLD WAS ENGAGED WITH

DATE	TIME
15	1530
MONTH	YEAR
DEC	64

SYMBOL	SIGNATURE
[REDACTED]	[REDACTED]
NR. OF PAGES	2

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DD FORM 1 MAY 63 REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

3223

~~SECRET~~  
OUT

REACTION ON THE ARTICLE, WAS DISENGAGED. CIPS WERE VARYING ONE  
ONE HALF POUNDS DURING ACCELERATION. DURING A LEFT TURN AT 2.8 MACH,  
400 KEAS CLIMBING FROM 69,000 FEET TO 74,000 FEET, 1 SHOCK POPPED  
THEN THE OTHER. SPIKES FORWARD CLEARED THE DISTURBANCES. EGT'S  
DURING  
DID NOT GO OVERBOARD ~~BURNING~~ STALLS. PILOT NOTED PITCH TRIM  
INDICATOR 5 DEGREES DOWN DURING TURN. COMBUSTED C.G. SEEMED AFT.  
POWER REDUCED TO MILITARY FOR DECELERATION CAM DATA AT 1.5 MACH.  
ACCELERATION TO 2.8 MACH AT 400 KEAS C.G. APPEARED TO BE AFT DURING  
ACCELERATION IN ROUGHNESS. FUEL FLOWERS WERE MATCHED AT 350 KEAS  
74,000 FEET, 2.8 MACH WITH NO STALLS. ENGAGED MACH HOLD ~~DOWN~~ AT  
2.8 MACH PLUS OR MINUS .02 MACH IN 45 DEGREE LEFT BANK. BEST  
OPERATION IN ARTICLE TO DATE. AT 2.0 MACH 375 KEAS REDUCED POWER  
DROPPED R ENGINE, AFT BY-PASS OPEN, FORWARD OPEN, SPIKE AUTO. OPENED  
THROTTLE TO ONE ~~AND~~ <sup>ONE</sup> HALF BEFORE ENGINE HAD DECELERATED TO IDLE  
(5-6) SECOND. ROUGHNESS NOTED. ~~K~~ I SHARP STALL NOTED. POWER TO  
MILITARY, SPIKE CAM DATA AT 350 KEAS, LANDED.

3. PARACHUTE FAILED. ROLLED OUT ON  EXTENSION, BRAKED  
NORMALLY. PILOT REMARKED PITCH AXIS UNUSUAL DURING FLIGHT.

END OF MESSAGE

SYMBOL

R&amp;D

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2

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PAGES

2

SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
MAY 55

U.S. GOVERNMENT PRINTING OFFICE:

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

**SECRET**  
**OUT**

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

66421

PRECEDENCE		TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	PRIORITY	BOOK	MULTI	SINGLE			
INFO							
FROM:	[REDACTED] 0741						
TO:	[REDACTED] INFO: [REDACTED]						
	[REDACTED] LTEST OPS						
1. ARTICLE 122 MADE FLIGHT 84 ON 15 JAN 65. PILOT: [REDACTED] TAKE OFF AT 1600 HOURS FOR 56 MINUTES. GROSS WEIGHT 110,000 LBS, C.G. 20.9 PERCENT, TAKE OFF DISTANCE 5800 FT, TAKE OFF SPEED 215 KTS, PRESSURE ALTITUDE 4148 FT, TEMPERATURE 58 DEGREES, WIND 160/10, MAXIMUM SPEED 2.83 MACH, MAXIMUM ALTITUDE 72,000 FT, TIME OVER 2.0 MACH THIS FLIGHT 30 MINUTES, TIME OVER 2.8 MACH THIS FLIGHT 20 MINUTES. PURPOSE: FUEL CONTROL DATA. CONFIGURATION: AFT AUTO BY-PASS DOOR OPERATION.							
2. TAKE OFF AND CLIMB ON THE 400 KEAS LINE WERE NORMAL. ACCELERATION AND ALL SYSTEMS OPERATION WERE NORMAL TO 2.8 MACH AT WHICH POINT A 180 DEGREE TURN WAS ACCOMPLISHED FOR RETURN TO BASE. UPON ROLLING OUT OF TURN, [REDACTED] ENGAGED AUTO PILOT ATTITUDE HOLD AND THEN MACH HOLD. A MILD PITCH OSCILLATION DEVELOPED, FOLLOWED BY SHOCK EXPULSION ON THE LEFT SIDE. FORWARD BY-PASS DOORS TO OPEN RECAPTURED THE SHOCK AND THE DOORS WERE CLOSED AT 2.78 MACH. RETURN TO BASE AT 2.8 MACH WAS NORMAL.							
DURING DESCENT AT MILITARY POWER, [REDACTED] STOP COCKED [REDACTED] FT							
SYMBOL [REDACTED]							
TYPED NAME AND TITLE (Signature, if required) [REDACTED]							
PHONE [REDACTED] PAGE NR. 1 NR. OF PAGES [REDACTED]							
SECURITY CLASSIFICATION [REDACTED]							

15 MONTH 1750 YEAR  
JAN 65

DD FORM 173 1 MAY 58 173. 1 OCT. 49. WHICH WILL BE USED UNTIL EXHAUSTED

**SECRET**  
**OUT**

~~SECRET~~  
~~OUT~~

**FINCH**

1

ENGINE AT 1.5 MACH, 340 KEAS AND 50,000 FT, THE ENGINE DID NOT RELIGHT. ANOTHER POWER LEVER CYCLE TO CUT OFF POSITION AND THEN MID NON A/B RANGE /RESULTED IN AN ENGINE START AT 1.2 MACH, 375 KEAS AND 36,000 FT. THIS ENGINE HAD A HYDROGEN IGNITION SYSTEM INSTALLED. REMAINDER OF DESCENT, LANDING, AND CHUTE DEPLOYMENT WERE NORMAL.

END OF MESSAGE

SYMBOL

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PAGE

SECURITY CLASSIFICATION

~~SECRET~~



## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

22 JAN 65 45Z

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION <b>PRIORITY</b>	BOOK <input type="checkbox"/> MULTI <input type="checkbox"/> SINGLE <input type="checkbox"/>			
INFO <b>ROUTINE</b>				
FROM <b>[REDACTED]</b>				

0330 WR/PAT AF160-5 FTST

1745 INFO

R&amp;D

PLTEST OPS

## SPECIAL INSTRUCTIONS

1-SigCen  
1-Comdr  
1-DCS  
1-DCO  
1-DCM  
1-R&D

1. ARTICLE 122 MADE FLIGHT ~~85~~ ON 21 JANUARY 65. PILOT [REDACTED] TAKE OFF AT 1337 FOR 1:05. MISSION INLET PERFORMANCE. GROSS WEIGHT 110,000, C.G. 1:05 PER CENT, TAKE OFF DISTANCE 6600 FEET, TAKE OFF SPEED 225 KNOTS, TEMPERATURE 57 DEGREES, WIND 14 KNOTS, MAXIMUM SPEED 3.18 MACH, MAXIMUM ALTITUDE 80,000 FEET. TIME OVER 2.0 MACH 40 MIN, TIME OVER 2.6 MACH, 28 MIN, TIME OVER 3.0 MACH 17 MIN, TIME OVER 50,000 FEET 43 MIN.

2. THE RIGHT AB WAS SLOW TO LIGHT. CLIMB AND ACCELERATION WERE NORMAL. PILOT DID NOT TRIM EITHER ENGINE DURING FLIGHT. PILOT ENGAGED ATTITUDE HOLD, MACH HOLD WITH OSCILLATIONS NOTED IN BOTH MODES. DECELERATION O.K. NO INLETS BLOWOUTS. LANDING NORMAL, CHUTE O.K. BRAKING POOR.

END OF MESSAGE

DATE	TIME
22 JAN	1635
AN	65

SYMBOL	[REDACTED]
TYPED NAME AND TITLE (Signature, if required)	[REDACTED]
PHONE	[REDACTED]
SECURITY CLASSIFICATION	[REDACTED]
DEPUTY COMMANDER FOR SUPPORT	

DD FORM 1 MAY 58

173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

27 JAN 65 0140Z

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

66598

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION <b>PRIORITY</b>	BOOK <input type="checkbox"/> MULTI <input type="checkbox"/> SINGLE <input type="checkbox"/>			
INFO <b>ROUTINE</b>				

[ ] 9917

TO [ ] HQS INFO [ ] [ ] [ ] [ ]  
 0 [ ] FLTEST OPS [ ] [ ] [ ] [ ] [ ] [ ]

SPECIAL INSTRUCTIONS  
 1-SIGCEN  
 1-COMDR  
 1-~~SEC~~  
 1-DCM  
 1-RAD  
 1-DCS

1. ARTICLE 122 MADE FLIGHT 86 ON 26 JAN 65, PILOT [ ]  
 TAKE OFF AT 1411 HOURS, LANDING AT 1518 FOR 1 HOUR AND 7 MINUTES.  
 MISSION: HEAT SOAK MAIN ENGINE FUEL CONTROL. GROSS WEIGHT 110,000  
 LBS, C.G. 21.1 PERCENT, TAKE OFF DISTANCE 6200 FEET, TAKE OFF  
 SPEED 210 KNOTS, TEMP 45 DEGREES, WIND 360/14, MAXIMUM SPEED 3.15  
 MACH, MAXIMUM ALT 74,000 FEET, TIME OVER 2.0 MACH THIS FLIGHT  
 50 MINUTES, TIME OVER 2.6 MACH 10 MINUTES, TIME OVER 3.0 MACH  
 10 MINUTES, TIME OVER 50,000 FEET 50 MINUTES. ROUTE COPPER BRAVO.

2. SUMMARY: ON RUNWAY LEFT ENGINE STALLED AT 17,000 LBS FUEL  
 FLOW, WAS TRIMMED DOWN. RIGHT ENGINE OK. AT RUNUP REED OPEN  
 LIGHTS CAME ON AT 4800 RPM BOTH ENGINES. TAKE OFF NORMAL, FULL  
 AB. AT 17,000 FEET ALT VERY HIGH FREQUENCY VIBRATION NOTED IN  
 ARTICLE. CHASE NOTED RIGHT EJECTOR FLAPS FLUTTERING. CAME OUT OF  
 AB, VIBRATIONS SUBSIDED WENT BACK TO MAX AB, 400 KEAS, CLIMBED  
 PASSING 707 JET. AFT BY-PASS DOOR INDICATORS DO NOT OPEN TOGETHER.

DATE	TIME
26	1720
MONTH	YEAR
JAN	65

WRITER

TYPED

PHONE

SECURITY CLASSIFICATION

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DD FORM 173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

RELEASE

HEAD OFFICER INFO

CONTROL NO. *None*

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION  
SECRET

8917

AT MAX ALT LEFT EGT 730 RIGHT EGT 770. AT 3.15 MACH 74,000 FEET  
DECELERATION IN AUTOMATIC, LEFT ENGINE STALLED. EGT WENT TO 858  
DEGREES, SPIKE FORWARD DID NOT CLEAR STALL. FORWARD BY-PASS TO  
OPEN CLEARED STALL. WENT AUTO ON SPIKE CLOSED FORWARD BY-PASS.  
DESCENT WAS MADE ABOVE 350 KEAS. LIT AB, STALLED RIGHT ENGINE AND  
LEFT ENGINE. TRIED TO LIGHT RIGHT AB (HYDROGEN) TEN TIMES. AFTER  
DESCENT TO 55,000 FEET, 2.0 MACH RIGHT AB LIT. ACCELERATED 400  
KEAS TO 3.15 MACH. L CIP INOPERATIVE, L ABP INDICATOR INOPERATIVE.  
BOOMED [REDACTED] DURING TURN. DESCENT NORMAL, LANDING NORMAL,  
CHUTE SLOW TO DEPLOY, JETTISON OK.

3. COMMENT: FUEL QUANTITY INDICATOR OSCILLATED 4000 LBS.

END OF MESSAGE

SYMBOL

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PAGES

SECURITY CLASSIFICATION

R&amp;D

DD FORM 173-1  
1 MAY 55

GOVERNMENT PRINTING OFFICE: 1962-244744

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

5 FEB 73 1432

BELOW RESERVED FOR COMMUNICATION CENTER

66

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION: <b>PRIORITY</b>	BOOK	MULTI	SINGLE	
INFO: <b>ROUTINE</b>				

TO: <b>6149</b>	SPECIAL INSTRUCTIONS
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TO: <b>WAS</b>	1-SIGCEN
<b>R+D</b>	1-COMDR
<b>FLYTEST OPS</b>	<b>2-DCO</b>

1. ARTICLE 122 MADE FLIGHT 87, 5 FEB 65, PILOT [REDACTED]  
 TAKE OFF TIME 11:19, DURATION 1 HOUR 7 MINUTES. TAKE OFF GROSS WEIGHT 109,600 LBS, C.G. 20.8 PERCENT. TAKE OFF DISTANCE 7200 FEET, TEMP 56 DEGREES F, WIND 12 KNOTS DOWNWIND, SPEED 220 KNOTS, MAX MACH 2.8, MAX ALT 72,000 FT. PURPOSE OF FLT: (1) OBTAIN BASE LINE DATA ON ~~BENDIX~~ **BENDIX** FULL CONTROL. (2) OBTAIN LOW CIT DATA ON BENDIX, EX AND (3) FIRST FLIGHT ON NEW 24 ABORT SHOT TIE SYSTEM.

2. NORMAL START AND TAKE OFF. CLIMB MADE AT 35 DEGREE AT 260 KEAS, RPMs TO 33000 FT, THEN TO 400 KEAS, BOOMED [REDACTED]

3. HAD CIT AND CIP DISPARTIES THROUGHOUT FLT. AFT BY-PASS INDICATORS POOR THROUGHOUT. HAD VIOLENT SHOCK EXPULSION ON LEFT SIDE AT 350 KEAS AT 72000 FT. BURNERS WERE RELIT AT KL.6 AND 1.6 TWICE EACH, ALL UNSUCCESSFUL. RIGHT ENGINE WAS SHUT DOWN AT KL.6 AT 55000 FT. IT TOOK THREE RELIGHT ATTEMPTS BEFORE RELIGHT

WAS ACCOMPLISHED AT KL.07. NORMAL LANDING AND CHUTE

END OF MESSAGE		DATE	TIME
TYPED NAME AND TITLE (Signature, if required)		5	1500
PHONE	PAGE NR.	MONTH	YEAR
SECURITY	1		65

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

**SECRET  
OUT**

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18 FEB 65 01 49z

00007

ACTION:	<b>PRIORITY</b>	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
		BOOK	MULTI	SINGLE			
INFO:	ROUTINE						

FROM:	<b>0316</b>	SPECIAL INSTRUCTIONS
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TO:	<b>OPS FLTEST</b>	INFO:	<b>WCPD AF412 Fc</b>
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- 1 SIG CEN
- 1 COMDR
- 1 DCO
- 1 DCS
- 1 DCM
- 2 R&D

1. ARTICLE 122 MADE FLIGHT 88 ON 17 FEB 65. PILOT: **OPS FLTEST**  
 TAKE OFF AT 1138 HOURS FOR 1 HOUR. GROSS WEIGHT 109,000 LBS, C.G.  
 21 PERCENT, TAKE OFF DISTANCE 7,200 FT, TAKE OFF SPEED 205 KTS,  
 PRESSURE ALTITUDE 4035 FT, TEMPERATURE 54 DEGREES, WIND CALM,  
 MAXIMUM SPEED 3.1 MACH, MAXIMUM ALTITUDE 75,000 FT, TIME OVER 2.0  
 MACH THIS FLIGHT 30 MINUTES, TIME OVER 3.0 MACH THIS FLIGHT 6 MINUTES.  
 PURPOSE: TO EVALUATE RELITE CAPABILITIES OF 24 SHOT TEB SYSTEM. TO  
 OBTAIN FUEL CONTROL DATA AT LOW CIT. TO DETERMINE TRIM CAPABILITIES  
 OF LEFT MAIN FUEL CONTROL AND WHAT ARE SURGE LIMITS. CONFIGURATION:  
 MN 3.0. RIGHT ENGINE J/J WITH DRIP PROBE TEB.

2. TAKE OFF AND CLIMB AT 260 KEAS TO .9 MN. AT .9 MN HAD A  
 SLIGHT RPM SURGE DUE TO COMPRESSOR BLEED VALVE CLOSING. CONTINUED  
 CLIMB AT 400 KEAS AND AT 2.5 MN THE RIGHT HAND ENGINE BLEED LITE  
 CAME ON. RIGHT CIP WAS 1 PSI LOWER THAN LEFT. STARTED TURN AT  
 2.5 MN AND CONTINUED ACCELERATION TO 3.1 AT 75,000 FT. STARTED A

DATE	TIME
17	1700
MONTH	YEAR
FEB	65

WRITER	SYMBOL		RELEASER
	TYPED NAME AND TITLE (Signature, if required)		
	PHONE	PAGE NR	
	SECURITY CLASS	ON	

**SECRET  
OUT**

Deputy Commander for Materiel

DD FORM 1 MAY 55 173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

**SECRET**  
**OUT**

FROM

0316

MIL POWER DESCENT AND HAD TO TRIM RIGHT ENGINE DOWN FROM 826 DEGREES  
C. CUT OFF RIGHT ENGINE AT 2.28 MN AND THERE WAS SOME ROUGHNESS AT  
2.15. GOT AN IMMEDIATE RELITE. CONTINUED DECELERATION AT 350 KEAS.  
OPENED RIGHT FORWARD BY-PASS DOORS AND AGAIN SHUT OFF RIGHT ENGINE.  
GOT A QUICK RELITE. CLOSED THE FORWARD BY-PASS DOORS AND SHUT DOWN  
AT .6 MN, 24,000 FT. GOT ANOTHER QUICK RELITE. NO FURTHER ENGINE  
TRIM REQUIRED AND NO SURGES NOTED. LANDING AND DRAG CHUTE OPERATION  
WERE NORMAL.

END OF MESSAGE

SYMBOL

PAGE  
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PAGES

SECURITY CLASSIFICATION

INITIALS

**SECRET**  
**OUT**DD FORM 173-1  
MAY 55

☆ U.

OFFICE 1002-644744

## JOINT MESSAGEFORM

SECURITY CLASS

~~SECRET~~  
~~OUT~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

13 FEB 65 24Z

PRIORITY

ACTION	PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
INFO	ROUTINE	BOOK MULTI SINGLE			

FROM:

TO:

HQ

INFO:

O'S FLTEST

SPECIAL INSTRUCTIONS

1 SIG CEN  
1 COMR  
1 DCS  
1 DCM  
1 DCO  
2 RD

1. ARTICLE 122 MADE FLT 89 ON 18 FEB 65. PILOT:

TAKE OFF AT 1155 HOURS FOR 1 HOUR AND 10 MINUTES. GROSS WEIGHT 109,700 LBS, C.G. 20.5 PERCENT, TAKE OFF DISTANCE 6500 FT, TAKE OFF SPEED 210 KTS, PRESSURE ALTITUDE 4044 FT, TEMPERATURE 60 DEGREES, WIND 120/8, MAXIMUM SPEED 3.2 MACH, MAXIMUM ALTITUDE 83,000 FT, TIME OVER 2.0 MACH T IS FLT 10 MINUTES, TIME OVER 3.0 MACH THIS FLT 20 MINUTES. PURPOSE: PCP. DETERMINE INFLT BURGE CHARACTERISTICS, DETERMINE FUEL SCHEDULING CHARACTERISTICS AND NOZZLE STABILITY CHARACTERISTICS OF THE CONTROL SYSTEM. CONFIGURATION: 3.2.

2. TAKE OFF AND CLIMB AT 260 KIAS TO 37,000 FT WHERE A SLIGHT VIBRATION WAS FELT. T IS VIBRATION CLEARED AS KIAS INCREASED TO 400 FOR REST OF CLIMB. RIGHT EGT AT 760 DEGREES AND LEFT EGT AT 725 DEGREES DURING CLIMB. NO TRIM REQ IRED FOR ACCELERATION AND CRUISE. AT ME 3.2 RIGHT FUEL FLOW WAS 5000 LBS HIGHER THAN LEFT WITH JJ ENGINES. RIGHT CIT WAS 15-20 DEGREES HIGHER THAN LEFT. DECELERATION FROM ME 3.2 TO

SYMBOL	DATE	TIME
	18	1800
D NAME AND TITLE (Signature, if required)		
PHONE	PAGE	NR. OF PAGES
SECURITY CLASS	1	2
DCM		

DD FORM 1 MAY 55

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM: [REDACTED]

007

2.2 IN 3 MINUTES WERE LEFT ENGINE STALLED SEVERAL TIMES. QUIT  
WHEN POWER INCREASED TO MILITARY. AT 350 KEAS HAD 70-80 DEGREES UPTRIM  
AVAILABLE IN BOTH ENGINES. INCREASED SPEED TO 400 KEAS AND LEFT ENGINE  
TEMPERATURE WENT TO 880 DEGREES NOMINALLY. REDUCED POWER AND TRIM.  
NO NOZZLE INSTABILITY AT ANY TIME. LANDING AND CHUTE OPERATION NORMAL.

END OF MESSAGE

SYMBOL

PAGE  
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2

NR OF  
PAGES

2

SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1955



## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATIONS NUMBER

67983

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	BOOK	MULTI	SINGLE	
INFO				
FROM:				

TO: HQS INFO AETGUS WRIDAT  
 INFO  
 D+D  
 FLTEST

## SPECIAL INSTRUCTIONS

- 1 SIGGEN
- 1 COMDS
- 2 B&D
- 1 DCS
- ① DCO
- 1 DCM

1. ARTICLE 122 MADE FLIGHT 91, ON 16 APR. PILOT: [REDACTED]  
 TAKEOFF AT 1221 HOURS, FOR 1 HOUR AND 2 MINUTES. MISSION: PCF.  
 GROSS WEIGHT: 105,000 POUNDS, C.C.: 21.2 PERCENT, TAKEOFF DISTANCE  
 6800 FEET, TAKEOFF SPEED: 205 KNOTS, TEMPERATURE: 60 DEGREES,  
 WIND: 270/10. MAX SPEED: 2.8, MAX ALT: 49,000 FEET, TIME OVER  
 2.0 THIS FLIGHT: 25 MINUTES, TIME OVER 2.6 MACH: 5 MINUTES. TIME  
 OVER 50,000 FEET: 25 MINUTES.

2. SUMMARY: CLIMB FUEL FLOWS AFTER TAKEOFF WERE 27,200 POUNDS  
 LEFT, 33,700 POUNDS RIGHT. PILOT HELD 2 DEGREES RUDDER TRIM. AT  
 2.18 MACH 2 ENGINE STALLS OCCURRED. RIGHT APT BYPASS LIGHT BLINKED  
 6 TIMES RAPIDLY WENT TO MIN BURNER. EASED POWER BACK UP. MATCHED  
 EVEN FLOWS BY RETARDING LEFT THROTTLE. ROUGHNESS NOTED AT 2.7 MACH.  
 UNSTART AT 2.8 MACH, RESTART OK. CIP'S NOTED AT 2.77 MACH WERE  
 BOTH 13. NUMEROUS STALLS AND UNSTARTS DURING REMAINDER OF FLIGHT.

DATE	TIME
16	1545
MONTH	YEAR
	65

SYMBOL	[REDACTED]
TYPED NAME AND TITLE (Signature, if required)	
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SECURITY CLASSIFICATION	
PAGE 1 NR 2	ASST DCS

DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM

PAGE TWO

1333

LANDING NORMAL. CHUTE NORMAL.

[REDACTED] COMMENT: BOTH INLET AND ENGINE PROBLEMS WERE  
PRESENT DURING THIS FLIGHT. FURTHER ANALYSIS OF DATA  
REQUIRED.

END

OF

MESSAGE

SYMBOL

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SECURITY CLASSIFICATION

INITIALS

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DD FORM 173-1

MAY 55

U.S. GOVERNMENT PRINTING OFFICE: 1962-645744

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER													
SECURITY CLASSIFICATION <b>SECRET</b>				22 APR 65 19 19Z													
TYPE MSG	BOOK	MULTI	SINGLE														
PRECEDENCE																	
ACTION: <b>ROUTINE</b>																	
INFO																	
FROM: [REDACTED] 13:50																	
TO: [REDACTED]																	
OXCART [REDACTED]																	
REF: [REDACTED] 1303																	
MALFUNCTION WAS CAUSED WHEN RIGHT BYPASS DOORS CYCLED FULL CLOSED AFTER PILOT SELECTED AUTOMATIC FUNCTION.																	
END OF MESSAGE																	
<i>Pertains to flight report on #122 on 16 April 65</i>				SPECIAL INSTRUCTIONS													
				1-SIGCEN 1-COMDR 1-DCS 1-DCS 1-R&D 1-DUMMY DCS													
ACTION _____ INFO <u>DCOM</u> CONTROL NO. <u>RT RECORDS</u>				<table border="1"> <tr> <td>DATE</td> <td>TIME</td> </tr> <tr> <td>21</td> <td>0945</td> </tr> <tr> <td>MONTH</td> <td>YEAR</td> </tr> <tr> <td>APR</td> <td>65</td> </tr> <tr> <td>PAGE NO.</td> <td>NO. OF PAGES</td> </tr> <tr> <td>1</td> <td>1</td> </tr> </table>		DATE	TIME	21	0945	MONTH	YEAR	APR	65	PAGE NO.	NO. OF PAGES	1	1
DATE	TIME																
21	0945																
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SECURITY CLASSIFICATION <b>SECRET</b>		TYPED (or stamped) NAME AND TITLE															
DD FORM 173 1 NOV 63		REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED															

JOINT MESSAGE FORM				RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION				21 APR 65 00 39z	
SECRET					
TY	MSG	BOOK	MULTI	SINGLE	
PRECEDENCE					
ACTION: PRIORITY				DTG	
INFO: ROUTINE					
FROM: [REDACTED]				SPECIAL INSTRUCTIONS	
TO: [REDACTED] INFO [REDACTED] [REDACTED] [REDACTED]				1-SLOGAN	
[REDACTED] PLTEST OPS				1-COMDR	
				1-DCO	
				1-DCN	
				1-DCS	
				1-EAD	
<p>1. ARTICLE 122 MADE FLIGHT 92 20 APRIL, PILOT [REDACTED]</p> <p>TAK OFF AT 1138 FOR 59 MINUTES. MISSION: PCF. GROSS WEIGHT 105,000 LBS, C.G. 21.3 PERCENT, TAKE OFF DISTANCE 7000 FEET, TAKE OFF SPEED 205 KNOTS, TEMP 72 DEGREES, WIND 18 KNOT TAILWIND, MAX SPEED 3.02 MACH, MAX ALT 79,000 FEET. TIME OVER 2.0 MACH 30 MIN, TIME OVER 2.6 MACH 15 MIN, TIME OVER 3.0 MACH 5 MIN, TIME OVER 50,000 FT 30 MIN.</p> <p>2. SUMMARY: DURING FIRST ATTEMPT TO RUMUP PILOT FOUND ARTICLE TRIM SYSTEM INOPERATIVE. REPLACED CIRCUIT BREAKER. SECOND START REQUIRED DOUBLE CLUTCHING BOTH ENGINES. ABORT ON RIGHT ENGINE START WITH HIGH EGT. THIRD START ON RIGHT ENGINE WAS OK. TAKE OFF AND CLIMB NORMAL. FUEL FLOW ON RIGHT ENGINE WAS 46,500 POUNDS ON RIGHT SIDE 39,000 POUNDS LEFT SIDE. AT 2.0 MACH PILOT WENT AUTO WITH FORWARD DOCES. TRIMMED THE LEFT ENGINE DOWN FROM 830 DEGREES. AT 2.2 MACH A SEVERE UNSTART OCCURRED WHICH BANGED PILOT AGAINST SIDE OF COCKPIT. THE SERIES OF UNSTARTS FOR THE REMAINDER OF THE</p>					
TYPED NAME AND TITLE				DATE	TIME
[REDACTED]				20	1535
PHONE				MONTH	YEAR
[REDACTED]				APR	65
SIGNATURE				PAGE NO.	NO. OF PAGES
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SECURITY CLASSIFICATION					
SECRET					

DD FORM 173  
1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO : 1964 O-734-401

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

SECRET

1331

~~SECRET~~

OF THE FLIGHT ABOVE 2.2 WILL REQUIRE A DETAILED ANALYSIS OF THE RECORD. THE PILOT TRIED THE PRIMARY SCHEDULE, THE ALTERNATE SCHEDULE AND A FEW OF HIS OWN. ALL WITH LITTLE SUCCESS. THE ARTICLE HAD ROUGHNESS AND AD'S OUT TO 3.2 MACH AND DURING THE DECELERATION. AT 2.95 MACH L HYDRO FLUCTUATIONS OCCURRED WHICH CAUSED YAWING IN THE ARTICLE. DURING DECELERATION THE RADIO BECAME INOPERATIVE. TURNING DOWNWIND THE PILOT NOTED DENSE SMOKE IN COCKPIT. ADVANCING POWER LEVERS CLEARED THE SMOKE. LANDING NORMAL. CHUTE NORMAL.

END OF MESSAGE

SYMBOL

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PAGES

SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1

## JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION

**SECRET**

TYPE MSG

BOOK

ENTER

43z

PRECEDENCE

ACTION

**PRIORITY**

INFO

DTG

FROM:

TO:

INFO:

WR.PAT. AFIC-5

HQS

O FLTEST OPS

FK

SPECIAL INSTRUCTIONS

- 1 SIG CEN
- 1 COMDR
- 1 DCS
- 1 DCH
- 2 R&D

1. ARTICLE 122 MADE FLIGHT 93 ON 27 APR 65. PILOT: [REDACTED]  
 TAKE OFF AT 0932 HOURS FOR 57 MINUTES. GROSS WEIGHT 110,100 LBS,  
 C.G. 20.75 PERCENT, TAKE OFF DISTANCE 6,800 FT, TAKE OFF SPEED 205 KTS,  
 PRESSURE ALTITUDE 4230 FT, TEMPERATURE 61 DEGREES, WIND 030, 8 KTS,  
 MAXIMUM SPEED 3.23 MACH, MAXIMUM ALTITUDE 83,000 FT, TIME OVER 2.0  
 MACH THIS FLIGHT 35 MINUTES, TIME OVER 2.6 MACH THIS FLIGHT 20 MINUTES,  
 TIME OVER 3.0 MACH THIS FLIGHT 10 MINUTES. PURPOSE: FUNCTIONAL  
 CHECK FLIGHT AND ENGINE RESTART TESTS.

2. HAD TO DOUBLE CLUTCH THE RIGHT HAND ENGINE TO GET A START.  
 TAXI AND TAKE OFF WERE NORMAL. AFTER TAKE OFF AIRCRAFT WAS SENSITIVE  
 IN THE ROLL AXIS. PILOT THEN NOTICED B ROLL SAS WAS OFF. IT  
 RECYCLED OK. MANUALLY OPENED LEFT FORWARD BY PASS DOORS AT 1.7 MN,  
 THEN TO AUTO POSITION AT 2.0. GOT A SLIGHT RUDDER VIBRATION AT 2.1  
 MN. HAD AN UNSTART ON THE RIGHT SIDE AT 2.24. CLEARED BY OPENING  
 FORWARD BY PASS DOORS. WENT TO AUTO ON THE RIGHT AT 2.3 MN.  
 ENGAGED AUTOPILOT IN PITCH AND ROLL AT 2.4 AND GOT A CONTINUOUS

DATE	TIME
27	1600
MONTH	YEAR
PAGE NO	PAGES

PITCH CLIMB ALTITUDE WHICH HE COULD NOT TRIM AND SO WENT

1  
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11  
12

SECURITY CLASSIFICATION

**SECRET**

PRECEDENCE INSTRUCTIONS

USAF

DD FORM 173

**SECRET**

EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO : 1964 O-754-001



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~  
~~OUT~~

FROM

1478

AUTOPILOT OFF. AT 2.65 WENT TO 50 PERCENT OPEN FORWARD BY PASS AND CLOSED AFT ON LEFT SIDE. GOT AN UNSTART WHICH CLEARED BY OPENING BOTH DOORS. FORWARD DOORS THEN WENT CLOSED IN AUTO AND ACCELERATION SEEMED OK TO 2.98 MN AND THE FORWARD DOORS OPENED AGAIN TO ABOUT 50 PERCENT. AT 3.03 AND UP THERE WAS SOME ROUGHNESS ON RIGHT SIDE. CIP'S WERE 15-17½. AT 3.2 LEFT OIL PRESSURE WENT DOWN TO 30 PSI. STARTED DECELERATION AND AT 2.96 IN MIL POWER GOT AN UNSTART ON LEFT SIDE FOLLOWED BY WHAT SEEMED A COMPRESSOR STALL. EGT WENT TO 840-850 DEGREES BUT REDUCING POWER AND OPENING FORWARD DOORS CLEARED EVERYTHING. AT 1.17 MN CLOSED ALL BY PASS DOORS ON RIGHT SIDE AND BROUGHT BACK POWER ON RIGHT ENGINE. NOTED SOME ENGINE ROUGHNESS AT 6800 RPM BUT ENGINE DID NOT QUIT. THEN HE SHUT DOWN RIGHT ENGINE AND OPENED FORWARD DOORS. WITH 325 KEAS, CIP 7 AND 4100 RPM GOT NO START. RETRIED A START AT 1.17, CIP 7½, 360-370 KEAS AND 3500 RPM WITHOUT SUCCESS. ALSO NO SUCCESS AT 1.06. GOT AN ENGINE START AT .88 MN AND CIP 8½. THE RIGHT ENGINE WAS A YJ CONFIGURATION. LANDING WAS NORMAL.

END OF MESSAGE

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SECURITY CLASSIFICATION

~~SECRET~~  
~~OUT~~

INITIALS

DD FORM 173-1  
MAY 65

U. S. GOVERNMENT PRINTING OFFICE: 1962-444724

JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>		192	
TYPE MSG	BOOK	MULTI	SINGLE
ACTION		68225	
INFO	FROM	TO:	
		INFO: <i>News W/PT ETC</i>	
OPS FLTEST		SPECIAL INSTRUCTIONS	
1. ARTICLE 122 MADE FLT 94 ON 30 APR 65. PILOT:		1 SIG CEN	
TAKE OFF AT 1116 HOURS FOR 1 HOUR. GROSS WEIGHT 110,200 LBS, C.G.		1 CONDR	
22.2 PERCENT, TAKE OFF DISTANCE 8000 FT, TAKE OFF SPEED 210 KTS, PRESSURE		1 DCS	
ALTITUDE 4253 FT, TEMPERATURE 78 DEGREES, WIND 200/20 G-28, MAXIMUM SPEED		1 DCM	
3.23 MACH, MAXIMUM ALTITUDE 83,000 FT, TIME OVER 2.0 MACH THIS FLT 30		1 DCO	
MINUTES, TIME OVER 2.6 MACH THIS FLT 25 MINUTES, TIME OVER 2.8 MACH		2 B&D	
THIS FLT 22 MINUTES, TIME OVER 3.0 MACH THIS FLT 20 MINUTES, TIME AT			
3.20 MACH THIS FLT 12 MINUTES, TIME OVER 50,000 FT THIS FLT 30 MINUTES.			
PURPOSE: INLET SYSTEM AND ENGINE AND AUTOPILOT TEST. CONFIGURATION: 3.2 MACH.			
2. TAKE OFF AND CLIMB AT 260 KEAS TO .9 MACH ACCOMPLISHED FOR ENGINE			
AND INLET TEST REQUIREMENTS. ACFT ACCELERATED AT .9 MACH TO 400 KEAS			
FOR NORMAL CLIMB. AFT BY-PASS TO 50 PERCENT OPEN AT 1.7 MACH AND PWD			
BY-PASS DOORS TO AUTO AT 2.0 MACH. AFT BY-PASS CLOSED AT 2.8 MACH AT WHICH TIME			
RIGHT <del>ENGINE</del> CIP DROPPED 2 PSI BELOW LEFT SIDE.			
STARTED 180 DEGREE TURN FOR RETURN TO BASE WHEN AT 3.0 MACH ACFT			
WOULD NOT ACCELERATE PAST 3.0 MACH AND FULL A/B WHILE ACFT WAS IN			
TYPED NAME AND TITLE		DATE	
PHONE		TIME	
30		1600	
MONTH		YEAR	
APR		65	
PAGE NO		NO OF	
2			
SECURITY CLASSIFICATION		REMARKS/INSTRUCTIONS	
SECRET			

DD FORM 173  
1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO : 1964 O-724-401

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET  
OUT~~

FROM: [REDACTED]

40

TURN. RIGHT CIP WAS RAISED TO LEVEL OF LEFT CIP (17 PSI) BY CLOSING  
RIGHT FWD BY-PASS AND OPENING AFT BY-PASS TO 50 PERCENT. ACFT ACCELERATED  
TO 3.2 MACH AND A 2 MINUTE TEST OF MACH HOLD WAS SATISFACTORY. THE  
RIGHT ENGINE EGT INCREASED TO 840 DEGREES WHILE [REDACTED] ATTEMPTED TO  
DOWN TRIM. 830 WAS AS LOW AS HE COULD TRIM WITH FULL A/B. RETARDING  
THROTTLE TO MINIMUM A/B REDUCED RIGHT EGT TO 805. [REDACTED] THEN  
PUT RIGHT FWD BY-PASS TO AUTO AND AFT BY-PASS TO CLOSED. THE RIGHT  
CIP DROPPED 2 PSI. DURING INITIAL DECELERATION SHOCK EXPULSION  
OCCURED ON THE LEFT SIDE AT 3.14 MACH. SHOCK RECOVERY DID NOT OCCUR  
UNTIL THE RIGHT SPIKE WAS PLACED FULL FORWARD. THE RIGHT INLET  
REMAINED ROUGH DOWN TO 1.73 MACH. REMAINDER OF DESCENT, LANDING AND  
CHUTE DEPLOYMENT WERE NORMAL. INS OPERATION WAS REPORTED AS GOOD.

END OF MESSAGE

SYMBOL

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PAGES

SECURITY CLASSIFICATION

~~SECRET  
OUT~~DD FORM 173-1  
MAY 55

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

SRMS 11-07

68278

PRECEDENCE	TYPE (Msg Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	EMULY SINGLE			
INFO				

FROM

SPECIAL INSTRUCTIONS

1593

HQS

INFO

MIDRAT BELGOS F70

1240

FLEET OPS

1-SIGCEN  
1-COMR  
1-RO  
1-DCG  
1-DCN  
1-DCS

1. ARTICLE 122 MADE FLIGHT 95 A, MAY 65, PILOT [REDACTED] TAKE OFF AT 1359 FOR 56 MINUTES. MISSION: SYSTEMS A AND B. GROSS WEIGHT 109,200 LBS, C.G. 21.2 PERCENT, TAKE OFF DISTANCE 5900 FEET, TAKE OFF SPEED 210 KNOTS, TEMP 48 DEGREES, WIND L/V. MAX SPEED 1.5 MACH, MAX ALT 50,000 FEET.

2. ENGINE START NORMAL. RUMUP INDICATED BLEEDS NOT OPEN, VISUALLY CHECKED OK. TAKE OFF CLIMB NORMAL, INS TRACK GOOD. SYSTEM A TURNED ON. SYSTEM B TURNED ON AT [REDACTED] REQUEST INBOUND. ENTIRE FLIGHT MADE AT 1.4 MACH AND 1.5 MACH, AT RUMUP AS BOTH SIDES. TRANSFERRED 3000 LBS FUEL FORWARD. LANDING NORMAL, CHUTE NORMAL.

END OF MESSAGE

DATE TIME  
4 MONTH 1800

65

SYMBOL	TYPED NAME AND TITLE (Signature if required)		DATE
PROG	PAGE NR.	WH. OF PAGES	
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DD FORM 1

73

REPLACES DD FORM 173, 1-OCT-49, WHICH WILL BE USED UNTIL EXHAUSTED



JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION		542	
<b>SECRET</b>			
TYPE MSG	BOOK	MULTI SINGLE	
ACTION		PRIORITY	
INFO	ROUTE	DTG	
FROM: [REDACTED]		SPECIAL INSTRUCTIONS	
TO: [REDACTED]		1 SIG GEN	
OPS FLTEST		1 COMDR	
		1 DCS	
		1 DCM	
		1 DCO	
		2 RAD	
<p>1. ARTICLE 122 NAME FLT 96 ON 5 MAY 65. PILOT [REDACTED] TAKE OFF AT 1437 HOURS FOR 56 MINUTES. GROSS WEIGHT 110,100 LBS, C.O. 20.3 PERCENT, TAKE OFF DISTANCE 6500 FT, TAKE OFF SPEED 210 KTS, PRESSURE ALTITUDE 4560 FT, TEMPERATURE 60 DEGREES, WIND 300/24, MAXIMUM SPEED 1.53 MACH, MAXIMUM ALTITUDE 50,000 FT, TIME OVER 2.0 H/A. PURPOSE: [REDACTED] SYSTEM A, B AND C CHECKOUT. CONFIGURATION 3.2 MACH. Q BAY AND SPECIAL EQUIPMENT: A, B AND C SYSTEMS.</p> <p>2. TAKE OFF AND CLIMB ON 400 KIAS LINE TO 50,000 FT WERE NORMAL. [REDACTED] COMPLETED TWO RACETRACK PATTERNS OVER [REDACTED] CONTROL. [REDACTED] EXPERIENCED STRONG TURBULENCE ON SECOND RUN WHICH MAY HAVE CAUSED AN IRS STEERING MALFUNCTION. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL. THIS ACFT IS SCHEDULED FOR ANOTHER [REDACTED] SORTIE ON 6 MAY AFTER WHICH IT WILL BE LAYED UP FOR ENGINE CHANGE, INLET SYSTEM MAINTENANCE AND [REDACTED] INSTRUMENTATION WORK. DETAILS OF [REDACTED] TESTING WILL BE REPORTED BY [REDACTED] CABLE.</p>			
END OF MESSAGE			
TYPED NAME AND TITLE		SIGNATURE	
[REDACTED]		[REDACTED]	
TYPED (or stamped) NAME AND TITLE		[REDACTED]	
SECURITY CLASSIFICATION		REGRAD	
<b>SECRET</b>			

DD FORM 173  
1 NOV 65

**SECRET**  
**OUT**

REPLACES DD FORM 1 MAY 65 WHICH MAY BE USED

GPO: 1964 O-734-001



## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

6 MAY 65 11z

68001

ACTION INFO	PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	ROUTINE	BOOK	MULTI	SINGLE			

FROM:

SPECIAL INSTRUCTIONS

TO: HQS - 1635

INFO

WR/PAT- AF160-S-FTST

C R&amp;D

FLYTEST OPS

1-SigCen

1-Comdr

1-JCS

1-DCM

1-DCO

1-R&amp;D

1. ARTICLE 122 MADE FLIGHT 97 ON 6 MAY 65. PILOT [REDACTED] AKE OFF AT 1322 FOR 1 HOUR AND 2 MINUTES. MISSION: SYSTEMS A AND C TEST. GROSS WEIGHT 109,700 LBS, C.G. 20.2 PERCENT, TAKE OFF DISTANCE 7000 FT, TAKE OFF SPEED 210 KTS, WIND 320/8 KNOTS. MAX SPEED 1.46 M, MAX ALT 47,000 FT, T

2. BOTH ENGINES STARTED NORMALLY. IHS WOULD NOT CHECKOUT BEFORE TAKE OFF. SYSTEM A WOULD NOT WORK ON GROUND BUT WORKED OK IN FLIGHT. TAKE OFF AND CLIMB NORMAL, WAS VECTORED BY [REDACTED] CONTROL AROUND COURSE. [REDACTED] REQUESTED PILOT CHECK SYSTEMS LIGHTS. HE CONFIRMED SYSTEMS LIGHTS ON EXCEPT NO SYSTEM C LIGHTS DURING FLIGHT.

3. DECELERATED INTO TRAFFIC, LANDED, CHUTE NORMAL.  
PILOT COMMENT: FUEL QUANTITY SYTEM LOOK'D GOOD.

END OF MESSAGE

DATE	TIME
6	1540
MONTH	YEAR
MAY	65

SYMBOL

TYPED NAME AND TITLE (Signature, if required)

PAGE NR. NR. OF PAGES

~~SECRET~~

DD FORM 1 MAY 58 173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION		121 39z	
<b>SECRET</b>			
TYPE MSG	BOOK		
<b>OUT</b>			
PRECEDENCE			
<b>PRIORITY</b>			
ACTION			
INFO			
FROM: [REDACTED]		SPECIAL INSTRUCTIONS	
TO: [REDACTED] FLTEST OPS		1 SIG CEN 1 COMDR ① DCO 1 DCS 1 DCM 2 R&D	
INFO: [REDACTED] <i>ATTCOS WRIGHT</i>			
<p>1. ARTICLE 122 MADE FLIGHT 98 ON 11 MAY 65. PILOT: [REDACTED]</p> <p>TAKE OFF AT 1437 HOURS FOR 1 HOUR AND 03 MINUTES. GROSS WT 110,100 LBS, C.G. 19.7 PERCENT, TAKE OFF DISTANCE 7200 FT, TAKE OFF SPEED 215 KTS, PRESSURE ALTITUDE 4300 FT, TEMPERATURE 66 DEGREES, WIND 350/5, MAXIMUM SPEED 3.2 MACH, MAXIMUM ALTITUDE 78,000 FT, TIME OVER 2.0 MACH THIS FLIGHT 30 MINUTES, TIME OVER 2.6 MACH THIS FLIGHT 15 MINUTES, TIME OVER 2.8 MACH THIS FLIGHT 10 MINUTES, TIME OVER 3.0 MACH THIS FLIGHT 5 MINUTES. TIME OVER 50,000 FT THIS FLIGHT 30 MINUTES. PURPOSE: FCF AND SYSTEMS C TEST. CONFIGURATION: 3.2.</p> <p>2. SUMMARY: TAKE OFF NORMAL AND CLIMBED AT 150 KEAS AND RIGHT ENGINE STALLED AT 12,000 FT. ROT's WERE VERY LOW. CONTINUED TO CLIMB AT 360 KEAS THEN .9 MN AND UP. FELT A STRONG BUZZ IN THE RUDDERS AT 2.0 MN. ENGAGED AUTOPILOT AND IT FLEW IN A LEFT BANK OF 2-3 DEGREES. WOULD NOT TRIM OUT. DISENGAGED AUTOPILOT AND AIRCRAFT WAS IN TRIM AT 2.75. CLOSED AFT BY PASS DOORS IN TURN WITH FORWARDS CLOSED AND SLOWLY ACCELERATED TO 3.2. RIGHT CIP WAS 2 PSI LOWER THAN THE LEFT WHICH WAS AT 18. THEN OPENED FORWARDS, CLOSED AFT</p>			
TYPED NAME AND TITLE		PHONE	SIGNATURE
[REDACTED]		[REDACTED]	[REDACTED]
SECURITY CLASSIFICATION		REGRADING INSTRUCTIONS	
<b>SECRET</b>			
<b>OUT</b>			

DD FORM 173  
NOV 63

**SECRET**

**OUT**

THIS IS NOT A MESSAGE WHICH MAY BE USED

GPO 1964 O 724-107

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~  
~~OUT~~

FROM

1722

WITH MIN BURNER AND STARTED DECELERATION AT 360 KEAS. HAD A STEEP DESCENT. WENT DOWN TO 1.5 MN. THEN STARTED AN ACCELERATION TO 1.7 AND SHUT DOWN RIGHT ENGINE. WITH RIGHT FORWARD DOORS OPEN AND AFT DOORS AT 50% THERE WAS ROUGHNESS ON RIGHT SIDE. CLEARED THE ROUGHNESS PARTIALLY BY GOING FULL OPEN ON THE AFT DOORS. TRIED THREE RELITES AT 390 KEAS W TH RIGHT CIP AT 7½ PSI. GOT A RELITE AT 194 1.1. DESCENT AND LANDING WERE NORMAL.

END OF MESSAGE

SYMBOL

PAGE  
NRNR OF  
PAGES

SECURITY CLASSIFICATION

~~SECRET~~

INITIALS

DD FORM 173-1  
MAY 55

☆ U. S. GOVERNMENT PRINTING OFFICE: 1953-545744

JOINT MESSAGE FORM		RESERVED FOR COMBAT INFORMATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>		13 MAY 65 0112z 60144	
TYPE MSG	BOOK MULTI SINGLE		
PRECEDENCE			
ACTION <b>PRIORITY</b>			
INFO <b>HOSTILE</b>			
FROM [REDACTED]		SPECIAL INSTRUCTIONS	
TO: HQS 1758 WRP/PT - AF 160 S - FST		1-SIOCM	
INFO [REDACTED]		1-COMR	
R/D [REDACTED]		1-DCO	
FLYTEST OPS		1-DCH	
		1-DES	
		1-ND	
<p>1. ARTICLE 122 MADE FLIGHT 99, 12 MAY 65, PILOT [REDACTED]</p> <p>TAKE OFF AT 1402 FOR 1 HOUR. MISSION: SYSTEM A AND B TEST.</p> <p>GROSS WEIGHT 110,300 LBS, C.G. 19.7 PERCENT, TAKE OFF DISTANCE 7400 FEET, TAKE OFF SPEED 215 KNOTS, TEMP 69 DEGREES, WIND 090/10, MAX SPEED 3.23, MAX ALT 82,000 FT, TIME OVER 2.0 MACH THIS FLIGHT 45 MIN, TIME OVER 2.6 25 MIN, TIME OVER 3.0 20 MIN, TIME OVER 3.2 15 MIN, TIME OVER 50,000 FT 45 MIN.</p> <p>2. STARTING CARTS BOTH CUTOUT DURING STARTING. TOOK OFF UNDER TUNNEL, CLIMBED OUT AT 400 KEAS. USED AUTO PILOT DURING CLIMB. LES NEEDLE WAS CENTERED STARTING OUT, FINALLY WENT TO 12 DEGREES BIAS TO RIGHT. ARTICLE WAS FLYING IN 3 DEGREE BANK, ALSO HAD A SLOW OSCILLATION DURING CRUISE. TRIED RUDDER TRIM TO STOP OSCILLATION WITH NO EFFECT. AROUND TURN TO SOUTH BOUND LEG THE RIGHT CIP WAS 2 1/2 POUND LOWER. WENT TO 350 KEAS AT 80,000 FT. AFTER 5 MIN THE LEFT CIP STARTED WANDERING. R HYDRO SYSTEM FLUCTUATED 500 PSI. WENT OVER BASE AT 3.2 MACH, DECELERATED IN MIL POWER WITH NUMEROUS</p>			
TYPED NAME AND TITLE		PHONE	SIGNATURE
[REDACTED]		[REDACTED]	[REDACTED]
SECURITY CLASSIFICATION <b>SECRET</b>		TYPED (for stamped) NAME AND TITLE	
[REDACTED]		[REDACTED]	
DD FORM 173 1 NOV 63		REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED	

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FOCAL

1758

RESTARTS. TRANSFERRED FUEL FORWARD. LANDING NORMAL. CHUTE DID NOT

JETTISON.

RAD

3. COMMENTS. ROLLING INTO FIRST TURN IN AUTO NAV

ARTICLE BECAME UP TO 60 DEGREES BEFORE PILOT ENGAGED.

END OF MESSAGE

SYMBOL

RAD

PAGE  
NR

2

NR OF  
PAGES

2

SECURITY CLASSIFICATION

~~SECRET~~

DD FORM 173-1

MAY 55

U.S. GOVERNMENT PRINTING OFFICE: 1964



JOINT <del>SECRET</del>		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION			
<del>SECRET</del>			
TYPE MSG	BOOK	MULTI	SINGLE
ACTION		DTG	
INFO		DTG	
FROM		SPECIAL INSTRUCTIONS	
TO		1-SIGCEN	
HQS		1-COMM	
O		1-DCO	
FLTEST OPS		1-DCM	
		1-DCS	
		1-R&D	
<p>1. ARTICLE 122 MADE FLIGHT 100, 13 MAY, PILOT [REDACTED] TAKE OFF AT 1310 FOR 59 MIN. MISSION: SYSTEMS A &amp; B TEST. GROSS WT 109,600 LBS, C.O. 19.8 PERCENT, TAKE OFF DISTANCE 7600 FT, TAKE OFF SPEED 212 KNOTS, TEMP 73 DEGREES, WIND 300/8 KNOTS. MAX SPEED 3.23 MACH, MAX ALT 80,000 FT. TIME OVER 2.0 MACH 29 MIN, TIME OVER 2.6 20 MIN, TIME OVER 3.0 15 MIN, TIME OVER 3.2 12 MIN.</p> <p>2. TAKE OFF AND CLIMB NORMAL AT 400 KEAS. [REDACTED] ADVISED TO TURN ON SYSTEM. GREEN LIGHTS CAME ON IN COCKPIT. FLEW NORTH WITH AUTO PILOT IN ROLL MODE. AUTO NAV AND PITCH IN MANUAL. TRIMMED BOTH ENGINES NUMEROUS TIMES. AUTO NAV WORKED SMOOTH. AT 3.2 MACH CIT WAS 395 DEGREES. CIT WAS 20 LBS WITH A 2 LB DISPARITY. RIGHT CIT LOW. GROUND SPEED READ 1890 KNOTS AT 3.2 MACH SOUTH BOUND. DECELERATED TO 1.4 MACH 350 KNOTS. CHOPPED RIGHT ENGINE TO IDLE THEN OFF. RELITE WITH 24 TH SYSTEM SATISFACTORILY. LANDING NORMAL, CHUTE NORMAL.</p>			
END OF MESSAGE			
TYPED NAME AND TITLE		DATE	
PHONE		13	
		TIME	
		1600	
		MONTH	
		MAY	
		YEAR	
		65	
		PAGE NO.	
		NO. OF PAGES	
DRAFTER			
TYPED (or stamped) NAME AND TITLE			
SECURITY CLASSIFICATION			
<del>SECRET</del>			
<del>OUT</del>			

DD FORM 1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO : 1964 O-734-401



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

1860

FROM AFT BY PASS 50 PERCENT OPEN TO FULL OPEN FORWARD DOORS MANUALLY  
CLOSED. NOTED AN INCREASE OF 1 LB CIP. SOME WANDERING WAS STILL NOTED  
ON CIP'S. BOTH ENGINES REQUIRED EGT TRIMMING DURING FLIGHT. "Q"  
BAY TEMPERATURE WAS 90 DEGREES AT END OF CRUISE, WENT TO FULL COLD  
ON "Q" BAY TEMPERATURE. DESCENT AND LANDING WERE NORMAL. CRUISE  
WAS SLOW TO JETTISON.

END OF MESSAGE

SYMBOL

PAGE  
NRNR OF  
PAGES

SECURITY CLASSIFICATION

INITIALS

R&amp;D

DD FORM  
MAY 55 173-1

U.S. GOVERNMENT PRINTING OFFICE: 1962-644744

## JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION

**SECRET**

TYPE MSG

**OUT**

ACTION

**PRIORITY**

INFO

ROUTING

FROM

1200

0355G

SPECIAL INSTRUCTIONS

TO

INFO

FLTEST OPS

1 SIG CEN  
1 COMUS  
1 DCG  
1 DCS  
1 DCM  
2 RAD

1. ARTICLE 122 MADE FLIGHT 102 ON 19 MAY 65. PILOT: [REDACTED]  
TAKE OFF AT 1420 HOURS FOR 56 MINUTES. GROSS WT 109,500 LBS, C.O.  
19.8 PERCENT, TAKE OFF DISTANCE 8,000 FT, TAKE OFF SPEED 210 KTS,  
PRESSURE ALTITUDE 4442 FT, TEMPERATURE 80 DEGREES, WIND 260/12+22,  
MAXIMUM SPEED 3.22 MACH, MAXIMUM ALTITUDE 84,500 FT, TIME OVER 2.0  
MACH THIS FLIGHT 30 MINUTES, TIME OVER 2.6 MACH THIS FLIGHT 30 MINUTES,  
TIME OVER 2.8 MACH THIS FLIGHT 16 MINUTES, TIME OVER 3.0 MACH THIS  
FLIGHT 15 MINUTES. TIME OVER 50,000 FEET THIS FLIGHT 30 MINUTES.  
PURPOSE: SYSTEM A, B AND C TESTS. CONFIGURATION: 3.2 MACH.

2. SUMMARY: Q-BAY TEMPERATURE WENT TO 90 DEGREES WHILE TAKING  
OUT. RIGHT ENGINE STALLED SEVERELY THREE TIMES DURING UP TRIM BEFORE  
TAKE OFF. OCCILLOGRAPH TURNED ON FOR TAKE OFF ROLL AND AGAIN AT  
1.07, 2.0, 2.5, 2.8 AND 3.2 MN FOR 10 SECONDS EACH. MASTER CAUTION  
LITE BLINKED SEVERAL TIMES THROUGHOUT FLIGHT FOR NO APPARENT REASON.  
AUTO PILOT TURNED ON AT 2.2 MN AND MADE SEVERAL TRIMS. HAD A 5  
DEGREE RIGHT BIAS WITH A SLIGHT LEFT ROLL. RIGHT ROLL TRIM WOULD  
WELD MOMENTARILY BUT IT WOULD SLOWLY ROLL BACK TO THE LEFT. MADE A

DATE	TIME
19	1700
MONTH	YEAR
WY	65
PAGE NO.	NO. OF PAGES
1	2

TYPED NAME AND TITLE

PHONE

SECURITY CLASSIFICATION

**SECRET****OUT**

DD FORM 173

1 NOV 63

REPLACES DD FORM 1 MAY 55 WHICH MAY BE USED

GPO : 1964 O-754-601

JOINT MESSAGEFORM - CONTINUATION SHEET		SECURITY CLASSIFICATION	
FROM		<del>SECRET</del> <del>OUT</del>	
- 1209			
<p>45 DEGREE BANK IN THE TURN TO THE SOUTH. AFTER TURN BROUGHT LEFT ENGINE TO MIL POWER AND AT 3.1 GOT A LEFT FIRE WARNING LITE WHICH VERIFIED AS A FIRE. CAME BACK ON POWER SLIGHTLY AND LITE WENT OUT. WACH HOLD WAS USED AT 3.2 AND WAS VERY SMOOTH. SYSTEM A, B AND C WORKED GOOD. DESCENT AND LANDING NORMAL, BUT CHUTE WAS SLOW TO DEPLOY.</p> <p>END OF MESSAGE</p>			
SYMBOL	PAGE NR	NR OF PAGES	SECURITY CLASSIFICATION
	2	2	<del>SECRET</del> <del>OUT</del>
			INITIALS

DD FORM 173-1  
MAY 55

☆ U. S. GOVERNMENT PRINTING OFFICE: 1952-644744



JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION		21 MAY 66 1058Z	
<div style="text-align: center;"> <b>SECRET</b>  <b>OUT</b> </div>			
TYPE MSG			
PRECEDENCE			
ACTION			
INFO			
<div style="text-align: center;"> <b>SECRET</b>  <b>OUT</b> </div>		63711	
TO: <b>INFO</b> <b>FLTEST OPS</b> [REDACTED]		SPECIAL INSTRUCTIONS 1-SigCen 1-Comdr 1-DCS 1-DCO 1-DCM 1-RAD	
1. ARTICLE 122 MADE FLIGHT 103 ON 28 MAY. PILOT [REDACTED] TAKE OFF AT 0834 FOR 1 HOUR AND 5 MIN. MISSION FCP AND NOG TEST. GROSS WEIGHT 109,200 LBS, C.G. 20.5 PERCENT, TAKE OFF DISTANCE 7300 FT, TAKE OFF SPEED 220 KTS, TEMP 58 DEGREES, WIND CALM. MAX SPEED 2.8 MACH, MAX ALT 75,500 FT. TIME OVER 2.0 MACH - 30 MIN, TIME OVER 2.6 MACH - 16 MIN, TIME OVER 50,000 FT - 33 MIN.		<div style="border: 1px solid black; width: 100px; height: 100px; margin: 0 auto;"></div>	
2. TAKE OFF NORMAL, LEFT ENGINE WENT IN AND OUT OF BURNER INTERMITTENTLY. FUEL FLOW WENT TO 16,000 LBS TO 20,000 LBS TO 16,000 LBS. ACCELERATED POORLY AT 400 KEAS TO 2.8 MACH TO PICK UP ENGINE ROUGHNESS WHICH PILOT NOTED AS LOW AMPLITUDE HIGH FREQUENCY. RIGHT CIP 1 1/2 LB LOWER THAN LEFT. DECELERATED RECONFIGURED BYPASS DOORS FOR RECORD WHILE ACCELERATING TO 2.8 MACH. DESCENDED AT 350 KEAS, CIP'S MATCHED.			
3. LANDING, CHUTE NORMAL.			
END OF MESSAGE		DATE 28 TIME 1130 MONTH YEAR MAY 66 PAGE NO. NO. OF PAGES	
TYPED NAME AND TITLE		PHONE	SIGNATURE
[REDACTED]		[REDACTED]	[REDACTED]
SECURITY CLASSIFICATION		TYPED (or stamped) NAME AND TITLE	
<div style="text-align: center;"> <b>SECRET</b>  <b>OUT</b> </div>		[REDACTED]	

JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION		352	
SECRET			
TYPE MSG			
ACTION			
INFO			
FROM			
TO		INFO	
ROUTINE		FLTEST OPS	
SPECIAL INSTRUCTIONS			
1. ARTICLE 122 MADE FLT 104 ON 3 JUNE. PILOT [REDACTED] TAKE OFF AT 0724 FOR 1 HOUR AND 104 MIN. MISSION: INVESTIGATION OF ROUGHNESS ON "JJ" ENGINE. GROSS WEIGHT 114 LBS, C.G. 20.2 PERCENT, TAKE OFF DISTANCE 7800 FT, TAKE OFF SPEED 215 KTS, WIND LIGHT AND VARIABLE. MAX SPEED 2.8 MACH, MAX ALT 70,000 FT. TIME OVER 2.0 MACH THIS FLT 20 MINUTES, TIME OVER 2.6 MACH - 15 MIN, TIME OVER 50,000 FT - 20 MIN.		1-SigCen 1-Comdr 1-DCS 1-DCO 1-DCM 1-R&D	
2. RT ENGINE STARTED ROUGH. CART CUT OUT AT 2900 RPM. ENGINE WENT TO 3400 THEN 3900 IDLE. PILOT RAN ON THROTTLE TO BRING IDLE TO 3650 RPM. LEFT ENGINE STARTED OK. THE LEFT AB WAS 3 SECONDS SLOW TO LIGHT ON TAKE OFF. 6 TO 8 SECONDS TO LIGHT DURING REMAINDER OF FLT. CLIMB NORMAL. AT 2.14 MACH MILITARY POWER PICKED UP ROUGHNESS RE-LIT AFTERBURNER. ROUGHNESS PERSISTED TO 2.74 MACH. REDUCING FROM MAX BURNER TO MIN BURNER INCREASED ROUGHNESS. VARIATION OF DOOR POSITION DID NOT AFFECT ROUGHNESS. RIGHT CIP WAS 1 3/4 LBS LOWER THAN LEFT. DECELERATED DOWN TO 2.2 MACH WITH ROUGHNESS. PLACED FORWARD DOORS AUTO, AFT DOORS 50 PERCENT OPEN LIT BURNERS, ACCELERATED TO 2.8 MACH. PILOT THEN TRIMMED EGT DOWN TO 720 DEGREES, RPM DROPPED TO 7,000.			
TYPED NAME AND TITLE		PHONE	
SECRET		[REDACTED]	
SECURITY CLASSIFICATION		REG	
SECRET		[REDACTED]	
DD FORM 1 NOV 63 173		REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED	

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM

2178

~~SECRET~~

PAGE TWO

AT 2.48 MACH LEFT BLINKING FIRE WARNING NOTED. VERIFIED AS FIRE. CONTINUED DECELERATING TO 1.88 MACH WHERE LEFT SIDE UNSTARTED THEN FLAMED OUT. TRIED RELIGHT, CIP 7, 350 KEAS,  $\frac{1}{2}$  THROTTLE LIT OFF OK BUT WAS VERY ROUGH SO PILOT SHUT ENGINE DOWN. PILOT CAME HOME ON RIGHT ENGINE. AT 28,000 FT, 350 KEAS, TRIED RELIGHT, CHASE VERIFIED BOTH TEB AND FUEL FLOW. ENGINE DID NOT RELIGHT. SWITCHED TO ALTERNATE BRAKES, LANDING AND CHUTE NORMAL FOR ONE ENGINE.

PILOT COMMENTS:

1. FIRE WARNING SYSTEM REMAINED ON WITH ENGINE SHUT DOWN AND COLD.
2. PARACHUTE UNCOMFORTABLE.
3. BALLOON BEHIND PILOT WENT FLAT DURING TAKE OFF.

END OF MESSAGE

SYMBOL

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NR 2NR OF  
PAGES 2

SECURITY CLASSIFICATION

~~SECRET~~

INITIALS

DD FORM 173-1  
MAY 55~~SECRET~~~~SECRET~~

GOVERNMENT PRINTING OFFICE: 1962-544764

JOINT MESSAGEFORM				RESERVED FOR COMUNICATION CENTER			
SECURITY CLASSIFICATION <b>SECRET</b>				9 JUN 65 21 19z			
TYPE MSG	BOOK	MULTI	SINGLE				
PRECEDENCE							
ACTION	ROUTINE						
INFO	ROUTINE						
FROM [REDACTED] 2234				00003			
TO: [REDACTED] HQS				FIS/ [REDACTED] AFLOS - HQ/PAT			
[REDACTED] FLTEST OPS				SPECIAL INSTRUCTIONS			
<p>ARTICLE 122, FLT 105, FLOWE 9 JUNE 1965. PILOT: [REDACTED]</p> <p>TAKEOFF AT 0709HRS FOR 58MIN. MAX SPEED 2.84MN, MAX ALT 75,000FT.</p> <p>TAKEOFF GROSS WT 109,000LBS. C. G. 20 PERCENT. TEMP 47 DEG, WIND CALM. TAKEOFF DISTANCE: 6300FT, TAKEOFF SPEED: 200 KNOTS. TIME ABOVE 2.0MN - 35 MIN; 2.6MN - 15 MIN; 2.8MN - 10 MIN; 50,000FT - 35 MIN.</p> <p>THE LEFT ENGINE WAS TRIMMED UP TO 808 DEG, THE RIGHT ENGINE UP TO 790 DEG. TAKE OFF AND CLIMB WERE NORMAL, ALTHOUGH THE LEFT AB WAS 4 TO 5 SECONDS SLOW IN LIGHTING. THERE WAS TURBULENCE NOTED AT 45,000FT CLIMBING. AT 2.15MN, A SMALL BUZZ WAS NOTED IN THE ARTICLE WHICH RAPIDLY DISAPPEARED. NO OTHER ROUGHNESS WAS NOTED. SOME VERY MINOR GAUGE FLUCTUATIONS WERE NOTED HOWEVER. ACCELERATING NORTH OF [REDACTED] THE RIGHT ENGINE EGT STARTED TO CLIMB ABOVE 826 DEG, WAS TRIMMED DOWN. AFTER TURN, INVESTIGATED ROUGHNESS FURTHER. FOUND NONE. DECEL NORMAL. IN PATTERN [REDACTED] FOUND GEAR HANDLE LOOSE IN HIS HAND, COULD NOT RE-INSTALL IT, WENT TO EMERGENCY SYSTEM, DROPPED GEAR LANDING, CHUTE NORMAL.</p> <p>PILOT COMMENTS: NEW CHUTE TOO WIDE ACROSS BACK FOR PILOT.</p>				<p>1 SIGCEN</p> <p>1 COMDR</p> <p>1 DCS</p> <p>1 DCC</p> <p>1 DGM</p> <p>1 R&amp;D</p>			
				DATE		TIME	
				MONTH		YEAR	
				PAGE NO		NO. OF PAGES	
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PHONE				[REDACTED]			
[REDACTED]				[REDACTED]			
SECURITY CLASSIFICATION				REGARDING INSTRUCTIONS			

DD FORM 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO 1964 O-794-101

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM:

PAGE TWO

2001

INS IN AUTO NAV NEEDLE TOO SENSITIVE TO FLY.

☐ COMMENTS: GEAR HANDLE SCREW FELL OUT.

END OF MESSAGE

SYMBOL

PAGE  
NR

2

NR OF  
PAGES

2

SECURITY CLASSIFICATION

~~SECRET~~

INITIALS

DD FORM 173-1  
1 MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1963-644744



JOINT MESSAGEFORM				FOR COMMUNICATION CENTER	
10 JUN 65 402					
SECURITY CLASSIFICATION <b>SECRET</b>					
TYPE MSG	BOOK	MULTI	SINGLE		
PRECEDENCE					
ACTION <b>PRIORITY</b>					
INFO <b>ROUTINE</b>					
FROM: <b>149</b>					
TO: <b>FLTEST OPS</b>					
INFO <b>URPAT AF 402 Fwd</b>					
<div style="float: right; border: 1px solid black; padding: 5px; width: 150px;">           SPECIAL INSTRUCTIONS            1 SIGCEN            1 COMDR            1 DCS            1 DCO            1 DCM            2 R&amp;D         </div>					
<p>1. ARTICLE 122, FLT 106, ON 9 JUNE. PILOT: <span style="border: 1px solid black; padding: 2px 10px;"> </span> TAKEOFF AT 1404HRS, FOR 55MIN. GROSS WT: 110LBS, C. G. 20 PERCENT, TAKEOFF DISTANCE: 6600FT, TAKEOFF SPEED 205KNOTS, TEMP: 75 DEG, WIND: 0 - 4 VAR, MAX RACH: 3.22, MAX ALT: 81,000FT. TIME OVER 50,000FT - 35 MIN; 2.0MN - 35 MIN 2.6MN - 25 MIN; 3.0MN - 10 MIN; 3.2MN - 5 MIN. PURPOSE: JJ ENGINE ROUGHNESS INVESTIGATION. SUMMARY: TAKEOFF AND CLIMB NORMAL EXCEPT LEFT BURNER WAS SLOW TO LIGHT. 400 KEAS CLIMB INITIATED. AT 1.7MN FWD DOORS AUTO ACCELERATING TO 2.55MN ROUGHNESS WAS ENCOUNTERED. LEFT FUEL FLOW WAS NOTED WINDING DOWN 400 TO 500 LBS WITH INCREASING ROUGHNESS. THE FUEL FLOW THEN INCREASED WITH DISAPPEARING ROUGHNESS. PERIOD OF THIS OSCILLATION WAS ABOUT 3 SECONDS. <span style="border: 1px solid black; padding: 2px 10px;"> </span> EN SET OSCILLAGRAPH TO HIGH TO RECORD THE ROUGHNESS. AT 2.6MN, RETARDED BOTH THROTTLES BELOW MILITARY AND DECELERATED TO 2.51MN. THEN ACCELERATED OUT TO 2.66MN WITH NO ROUGHNESS. CONTINUED ACCEL. RIGHT ENGINE EGT WENT TO 828 AT 2.75MN AND WAS TRIMMED DOWN. NOTED A LARGE SPLIT IN CIP'S AT 2.98 TO 3.0MN. WENT TO AFT BYPASS CLOSED AND FWD OPEN 25 PERCENT WITH A 2 PSI INCREASE IN CIP TO 16 LEFT AND 17 RIGHT. DECEL INITIATED.</p>					
TYPED NAME AND TITLE		PHONE		SIGNATURE	
SECURITY CLASSIFICATION		R & D OFFICER			
DD FORM 173		REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED			

DD FORM 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

9 GPO : 1965 O-734-451

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION  
~~SECRET~~

FROM:

PAGE TWO

2246

DECEL. PILOT NOTED ROUGHNESS AND LEFT FUEL FLOW OSCILLATION BETWEEN  
5000 AND 15000LBS DURING ROUGHNESS. RIGHT FUEL FLOW HAD A SLIGHT  
FLUCTUATION. LANDING NORMAL, CHUTE SLOW TO DEPLOY. JETTISON C.X.

END OF MESSAGE

SYMBOL

PAGE  
NR  
2NR OF  
PAGES  
2SECURITY CLASSIFICATION  
~~SECRET~~

INITIALS

DD FORM 173-1  
1 MAY 55

☆ U. S. GOVERNMENT PRINTING OFFICE: 1952-644744

JOINT <b>SECRET</b>		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION			
<b>OUT</b>			
TYPE MSG	BOOK	MULTI	SINGLE
<b>PRIORITY</b>			
ACTION	ROUTINE		
INFO			
FROM: [REDACTED]		SPECIAL INSTRUCTIONS	
TO: [REDACTED] 14 7223		1-SIGCEN 1-COMCOR 1-DCO 1-DCM 1-RAD 1-DCS	
[REDACTED] FLTEST OPS			
<p>1. ARTICLE 122 MADE FLT 107 10 JUN 65, PILOT [REDACTED] DURATION 55 MIN, TAKE OFF TIME 1730L. MAX MACH 2.8, MAX ALT 76,000 FEET. TAKE OFF GROSS WT 110,000 LBS, C.G. 20 PERCENT, TAKE OFF DISTANCE 7800 FEET, SPEED 210 KNOTS, TEMP 81 DEGREES, WIND 6 KNOTS AT 60 DEGREES. TIME ABOVE M2.0 25 MIN, ABOVE 2.6 20 MIN, ABOVE 2.8 15 MIN.</p> <p>2. PURPOSE OF FLIGHT WAS ENGINE ROUGHNESS TEST. LAC AND P&amp;W PERSONNEL HAD NOTED THAT REPLACEMENT OF THE WINDMILL VALVE IN THE FUEL SYSTEM HAD APPARENTLY SOLVED THE ROUGHNESS PROBLEM SINCE TWO FLIGHTS WERE MADE WITH THE NEW VALVE WITHOUT THE PROBLEM. THEY THEREFORE REINSTALLED THE VALVE AS A FURTHER VERIFICATION TEST AND THE ROUGHNESS DID RETURN. THEY MAY OR MAY NOT NOW INSTALLED THE VALVE IN ANOTHER AIRCRAFT TO FURTHER VERIFY. MANY EVENT, THIS APPEARS TO BE THE CAUSE AND THIS PROBLEM SHOULD BE CONSIDERED CLEARED UP.</p>			
END OF MESSAGE			
TYPED NAME AND TITLE		PHONE	RECEIVED
[REDACTED]		[REDACTED]	[REDACTED]
SECURITY CLASSIFICATION		RECORDING INSTRUCTIONS	
<b>SECRET</b>			

DD FORM 173

**SECRET**  
**OUT**

PLACES EDITION OF 1 MAY 65 WHICH MAY BE USED

GPO : 1964 O-734-401

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER			
<div style="text-align: center;">SECURITY CLASSIFICATION</div> <div style="text-align: center; font-weight: bold;">SECRET</div>				<div style="font-size: 1.2em;">00136</div>			
TYPE MSG		BOOK	MULTI	SINGLE			
PRECEDENCE							
ACTION		PRIORITY		DTC			
INFO		ROUTINE		FROM			
TO: <i>UNS 2215</i> <i>0</i> <i>P-7</i> <i>FLTEST OPS</i>				INFO: <i>WR.PAT. DEIGDS 521</i>		<div style="text-align: center;">SPECIAL INSTRUCTIONS</div> <div style="font-size: 0.8em;">             1 SIGCEN              1 COMDR              1 DCS              1 <u>DCO</u>              1 DCM              2 R&amp;D           </div>	
<p>1. ARTICLE 122, FLT 109, ON 18 JUNE. PILOT: [REDACTED]</p> <p>TAKEOFF AT 0935 FOR 35 MIN. TAKEOFF SPEED: 205 KNOTS, TAKEOFF DISTANCE: 6400 FT. MAX ALT: 55,000FT, MAX MN: 2.0MN, TEMP: 61 DEG, WIND: 330 DEG/4 KNOTS.</p> <p>2. PURPOSES: 34K ENGINE EVALUATION. LEFT ENGINE WAS TRIMMED TO 802 DEG AND THE RIGHT ENGINE TO 784 DEG. THE LEFT THROTTLE WAS PULLED TO IDLE AND THE ENGINE FLAMED OUT, WITH RESIDUAL SMOKE NOTED. THE ENGINE RESTARTED NORMALLY. DURING TAKEOFF THE PILOT HELD LEFT RUDDER, WHICH INDICATED HIGHER THRUST ON LEFT ENGINE. ALTHOUGH DURING CLIMB THE BALL WAS NEAR CENTER, WHICH INDICATED EQUAL THRUST BETWEEN THE TWO ENGINES. AT 1.7MN THE AFT DOORS WERE OPENED 50 PERCENT. AT 1.96MN THE FWD DOORS WERE PLACED IN AUTO AND THE LEFT ENGINE STALLED AND CONTINUED TO STALL WHILE DECELERATING TO 1.7MN. PILOT TRIED MANY DOOR AND SPIKE SCHEDULES WITH NO SUCCESS. ACCELERATING OUT AGAIN LEFT ENGINE STALLED CONTINUOUSLY DOWN TO 1.7MN. ARTICLE WAS SHAKING VIOLENTLY DURING COMPRESSOR STALLS. IGV (INLET GUIDE VANE) LIGHT CAME ON INTERMITTENTLY. DECELERATION, LANDING CHUTE NORMAL.</p>							
<div style="font-size: 0.8em;">DRAFT</div> <div style="border: 1px solid black; padding: 2px;">             ACTION: [REDACTED]              INFO: [REDACTED]           </div>		<div style="border: 1px solid black; padding: 2px;">             CONTROL NO. <i>THW</i>              SECURITY CLASSIFICATION           </div>		<div style="border: 1px solid black; padding: 2px;">             TIME              MONTH <i>18</i> YEAR              PAGE <i>1</i> NO. OF PAGES <i>2</i> </div>		<div style="border: 1px solid black; padding: 2px;">             [REDACTED]           </div>	

DD FORM 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO : 1968 O-221-401

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM:

PAGE TWO

2145

## PILOT COMMENTS:

LEFT ENGINE FELT ON THE VERGE OF STALL DURING ENTIRE  
FLIGHT.

END

OF

MESSAGE

SYMBOL

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PAGES

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SECURITY CLASSIFICATION

~~SECRET~~

INITIALS

DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1962-644744



JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION		20 JUN 65 17 57z	
TYPE MSG	BOOK	MULTI-SING/PL	
ACTION		63161	
INFO		ROUTINE	
FROM: [ ]		2170	
TO: [ ]		HQ8	
OPS FLTESTS		AFIGOS - NR/PAT - FTSI	
1. ARTICLE 122 MADE FLIGHT 110 ON 18 JUN 65. PILOT: [ ]		SPECIAL INSTRUCTIONS	
TAKE OFF AT 1456 HOURS FOR 51 MINUTES. GROSS WEIGHT 110,000 LBS,		1 SIG CEN	
C.G. 20 PERCENT, TAKE OFF DISTANCE 6600 FT, TAKE OFF SPEED 205 KNOTS,		1 COMDR	
PRESSURE ALTITUDE 4400 FT, TEMPERATURE 77 DEGREES, WIND 200/7, MAX		1 DCO	
SPEED 2.3 MACH, MAX ALTITUDE 76,000 FT, TIME OVER 2.0 MACH THIS FLIGHT		1 DCS	
35 MINUTES, TIME OVER 2.6 MACH THIS FLIGHT 20 MINUTES, TIME OVER 2.8		1 DCM	
MACH THIS FLIGHT 10 MINUTES, TIME OVER 50,000 FEET THIS FLIGHT 35		2 RAD	
MINUTES. PURPOSE: 34K ENGINE EVALUATION (LEFT SIDE) AND FROSTY FUEL			
CONTROL WITH DERICHMENT VALVE (RIGHT SIDE).			
2. SUMMARY: TAKE OFF AND CLIMB ON 400 KEAS LINE WERE NORMAL WITH			
THE EXCEPTION THAT [ ] COULD DEFINITELY FEEL THE ADDITIONAL THRUST			
FROM THE LEFT ENGINE. RIGHT ENGINE FWD AND AFT BY PASS DOOR SCHEDULES			
AND OPERATION WERE NORMAL. THE LEFT AFT BY PASS DOOR WAS CLOSED FOR			
THE ENTIRE FLIGHT AND THE LEFT FWD BY PASS WAS SCHEDULED TO BE PUT			
IN AUTOMATIC AT 2.2 MACH. A SHOCK EXPULSION OCCURRED ON THE LEFT			
SIDE AT 2.12 MACH JUST AS [ ] WAS REACHING FOR THE SWITCH TO PUT			
THE FORWARD BY PASS DOOR IN AUTOMATIC. [ ] PUT IN			
ACTION [ ]		DATE [ ] TIME [ ]	
INFO [ ]		MO [ ] YEAR [ ]	
CONTROL NO. [ ]		PAGE NO. [ ] NO OF PAGES [ ]	
SECURITY CLASSIFICATION [ ]		REGRADING INSTRUCTIONS [ ]	

DD FORM 173  
1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO : 1964 O-724-401

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM:

2470

~~OUT~~

BY PASS DOOR IN AUTOMATIC AND SHOCK RECOVERY WAS AUTOMATIC. NO  
ADDITIONAL DIFFICULTIES WERE ENCOUNTERED DURING ACCELERATION TO 2.8  
(MAX SPEED SCHEDULED FOR THIS FLIGHT). DECELERATION WAS NORMAL  
EXCEPT A SHOCK EXPULSION OCCURRED ON THE LEFT SIDE AS [ ] ACCELERATED  
BELOW 2.12 MACH. LANDING AND CHUTE OPERATION WERE NORMAL. [ ]  
THIMMED THE LEFT ENGINE (BENDIX CONTROL) PRIOR TO TAKE OFF BUT DID  
NOT HAVE TO TRIM THE RIGHT ENGINE AT ANY TIME.

END OF MESSAGE

SYMBOL

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NRNR OF  
PAGES

SECURITY CLASSIFICATION

2

2

~~SECRET~~DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE

~~OUT~~

JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>		17 JUN 65 002	
TYPE MSG	BOOK MULTIPLE PAGE	60036	
ACTION <b>PRIORITY</b>			
INFO <b>ROUTINE</b>			
FROM: [REDACTED]		SPECIAL INSTRUCTIONS	
TO: [REDACTED] OPS FLTEST		1 SIG GEN	
INFO: HQ8 AFMGS-WR/PAT-FTST		1 COMDR	
		1 DCS	
		1 DCO	
		1 DCM	
		2 RAD	
<p>1. ARTICLE 122 MADE FLIGHT 108 ON 16 JUN 65. PILOT: [REDACTED]</p> <p>TAKE OFF AT 0930 HOURS FOR 55 MINUTES. GROSS WEIGHT 110,600 LBS, C.G. 19.6 PERCENT, TAKE OFF DISTANCE 5900 FT, TAKE OFF SPEED 196 KNOTS, PRESSURE ALTITUDE 4640 FT, TEMPERATURE 56 DEGREES, WIND LIGHT AND VARIABLE, MAXIMUM SPEED 2.81 MACH, MAXIMUM ALTITUDE 74,200 FT, TIME OVER 2.0 MACH THIS FLIGHT 35 MINUTES, TIME OVER 2.6 MACH THIS FLIGHT 15 MINUTES, TIME OVER 2.8 MACH THIS FLIGHT 10 MINUTES. TIME OVER 50,000 FT THIS FLIGHT 35 MINUTES. TOTAL AIRCRAFT TIME 104,31. PURPOSE: ENGINE ROUGHNESS TESTS (3.05 JJ) AND DERIVEMENT EVALUATION (2.15 YJ) CONFIGURATION: JJ/YJ 3.05.</p> <p>2. SUMMARY: PILOT ACCOMPLISHED ENGINE ROUGHNESS TESTS ON J ENGINE TO 2.81 MACH. ROUGHNESS PICKED UP AT 1.9 ON ACCELERATION, A SECOND ROUGHNESS APPEARED AT 2.17 MACH WHEN BY PASS BLADES OPENED AND A THIRD ROUGHNESS APPEARED DURING MANIPULATION OF THE INLET SPIKE AND BY PASS DOORS BETWEEN 2.5 AND 2.8 MACH. FLIGHT ACCOMPLISHED WITH WINDMILL BY PASS VALVE ON ENGINE WHICH HAD PREVIOUSLY GIVEN</p> <p>REMARKS: ALL TESTS SCHEDULED ON FLIGHT CARD ACCOMPLISHED AND</p>			
DRAFTER		DATE 16 TIME 1700	
SECURITY CLASSIFICATION <b>SECRET</b>		MONTH YEAR	
		JUN 65	
		PAGE NO. 1 NO. OF PAGES 2	
DD FORM 173		REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED	

JOINT MESSAGEFORM CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~  
~~OUT~~

FROM

2397

ROUGHNESS APPEARED AS PREDICTED. THIS CONCLUDES ROUGHNESS  
INVESTIGATION ON ENGINE 305 IN THIS AIRCRAFT. INCREASED THRUST  
34.5 K ENGINE WILL NOW BE INSTALLED. CHUTE DEPLOY/JETTISON NORMAL.  
END OF MESSAGE

SYMBOL

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PAGES

SECURITY CLASSIFICATION

~~SECRET~~  
~~OUT~~DD FORM 173-1  
MAY 55

★ U. S. ★

OFFICIAL 1962

## JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION

~~SECRET~~

28 JUN 65 03z

TYPE MSG

BOOK

~~OUT~~

PRECEDENCE

ACTION

ROUTINE

~~PRIORITY~~

FROM:

TO:

OPS FLTEST

INFO:

SPECIAL INSTRUCTIONS

1 SIG CEN  
1 CONDR  
1 DCS  
1 DCM  
1 DCO  
2 RAD

1. ARTICLE 122 MADE FLT 111 ON 28 JUN 65. PILOT: [REDACTED] TAKE OFF AT 11:11 HOURS FOR 1 HOUR AND 3 MINUTES. GROSS WEIGHT 114,400 LBS, C.G. 19.8 PERCENT, TAKE OFF DISTANCE 7800 FT, TAKE OFF SPEED 210 KTS, PRESSURE ALTITUDE 4270 FT, TEMPERATURE 75 DEGREES, WIND CALM, MAXIMUM SPEED 2.67 MACH, MAXIMUM ALTITUDE 67,000 FT, TIME OVER 2.0 MACH THIS FLT 42 MINUTES, TIME OVER 2.6 MACH THIS FLT 10 MINUTES, TIME OVER 50,000 FT THIS FLT 42 MINUTES. PURPOSE: FCF AND FUEL DERICHMENT TESTS. CONFIGURATION: 3.2, YJ-Y ENGINES WITH MANUALLY OPERATED FUEL DERICHMENT VALVES AND FROSTY FUEL CONTROLS ON BOTH SIDES.

2. LEFT ENGINE VERY HARD TO START - HAD TO DOUBLE CLUTCH BUT STILL VERY SLOW. NO TRIM REQUIRED PRIOR TO TAKEOFF AS BOTH EGT'S WITHIN 7 DEGREES OF TARGET. CLIMBED OUT AT 400 KEAS USING NORMAL DOOR SCHEDULE. ACCELERATION VERY GOOD AT FIRST BUT BECAME VERY POOR AROUND 2.4 MN. WAS BARELY ABLE TO HOLD 2.5 IN TURN. FINALLY GOT 2.67 AFTER TRYING SEVERAL SPEEDS AND DOOR SCHEDULES WITHOUT SUCCESS. EGT'S, RPM'S AND FUEL FLOWS SEEMED NORMAL. STARTED DECELERATION IN MIL POWER.

AT 2:15 PM WENT TO FULL A/D AND ACTIVATED BOTH DERICHMENT VALVES

TYPED NAME AND TITLE

DRAFTER

~~SECRET~~

SECURITY CLASSIFICATION

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DD FORM 173

1 NOV 63

REPLACES DD FORM 1 MAY 55 WHICH MAY BE USED

GPO : 1964 O-724-401



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~  
~~OUT~~

FROM: [REDACTED]

INDIVIDUALLY. GOT A LITTLE OVER 100 DEGREES DROP IN EGT AND  
4-500 DROP IN RPM ALONG WITH A FUEL FLOW DECREASE. THERE WAS NO  
YAW NOTED AND THE ACTIVATION/DEACTIVATION OF FUEL ENRICHMENT WAS  
VERY SMOOTH. LANDING AND CHUTE DEPLOYMENT WAS NORMAL. INS AND SAS  
WORKED GOOD. AUTOPILOT WAS NOT USED. THE VOICE RECORDER WAS  
INOPERATIVE ENTIRE FLIGHT. NO ENGINE TRIM USED THROUGHOUT FLIGHT  
AND EGT'S HELD GOOD.

END OF MESSAGE

SYMBOL

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SECURITY CLASSIFICATION

~~SECRET~~

INITIALS

DD FORM 173-1  
MAY 65

U. S. GOVERNMENT PRINTING OFFICE: 1963-844744

~~SECRET~~  
~~OUT~~

JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION		30 JUN 65 072	
<b>SECRET</b>			
TYPE MSG		BOOK	
<b>OUT</b>			
PRECEDENCE		0002	
ACTION			
INFO			
FROM:		SPECIAL INSTRUCTIONS	
TO:		SIG GEN	
SUBJECT		1 COMR	
OPS FLTEST		2 DCO	
		1 DCS	
		1 DCM	
		2 RAD	
<p>1. ARTICLE 122 MADE FLIGHT 112 ON 29 JUN 65. PILOT: [REDACTED]</p> <p>TAKE OFF AT 0825 HOURS FOR 1 HOUR AND 2 MINUTES. GROSS WT 109,900 LBS, C.D. 18.5 PERCENT, TAKE OFF DISTANCE 7,000 FT, TAKE OFF SPEED 210 KTS, PRESSURE ALTITUDE 4280 FT, TEMPERATURE 65 DEGREES, WIND 320/6, MAX SPEED 3.01 MACH, MAX ALTITUDE 72,000 FT, TIME OVER 2.0 MACH THIS FLT 45 MINUTES, TIME OVER 2.6 MACH THIS FLT 15 MINUTES, TIME OVER 2.8 MACH THIS FLT 10 MINUTES, TIME OVER 3.0 MACH THIS FLT 02 MINUTES. TIME OVER 30,000 FT THIS FLT 45 MINUTES. PURPOSE: MPC EVALUATION AND AIR STARTS IN DERICHED CONDITION. CONFIGURATION: 3.2 AND MANUALLY CONTROLLED FUEL DERICHMENT VALVES ON BOTH MPC. YJ-YJ ENGINES - BENDIX MPC ON THE LEFT AND A NS FROSTY MPC ON THE RIGHT.</p> <p>2. TAKE OFF AND CLIMB ON A 400 KEAS SCHEDULE WITH BOTH FORWARD AND AFT DOORS CLOSED. AT 1.7 MH OPENED APT DOORS TO 100 PERCENT AND AT 2.6 WENT 50 PERCENT ON THE APT DOORS. GOT AN UNSTART ON BOTH SIDES AT THIS TIME. CLEARED BY OPENING FORWARD DOORS AND APT DOORS. CONTINUED ACCELERATION AND REPEATED THE UNSTARTS AT 2.7, 2.8 AND 2.9. EACH TIME HE GOT THE UNSTART THE APT DOORS WERE GOING TO 50</p>			
TYPED NAME AND TITLE		DATE	
PHONE		TIME	
SIGNATURE		29 1700	
		MONTH YEAR	
		JUN 65	
		PAGE NO NO OF PAGES	
		1 2	
SECURITY CLASSIFICATION		REGRADING INSTRUCTIONS	
<b>SECRET</b>			
<b>OUT</b>			

FORM 173  
1 NOV 63

EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO : 1964 O-724-401

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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2850

PERCENT AFTER HAVING BEEN 100 PERCENT. FINALLY AT 2.95, EVERYTHING WAS SMOOTH WITH FORWARD DOORS CLOSED AND AFT DOORS AT 50 PERCENT. GOT TO 3.01 AND STARTED DECELERATION IN MIL POWER. THEN CLOSED THE AFT DOORS AND OPENED THE FORWARD DOORS. GOT A STALL AND AN UNSTART ON THE LEFT SIDE WITH A FAST RISE IN LEFT EGT. AT 840 DEGREES CENTIGRADE PILOT DECIDED TO MANUALLY DERICH WHICH HE DID AT ABOUT 860 DEGREES. EGT WENT DOWN AND ENGINE SMOOTHED OUT. CONTINUED DECELERATION TO 2.0 MN AND THEN ACCELERATED TO 2.6 FOR ENGINE SHUTDOWN AND RESTART. AFTER LEFT ENGINE SHUTDOWN, TRIED RESTART IN DERICHED CONDITION. NO START AFTER TWO ATTEMPTS, SO WENT TO NORMAL FUEL FLOW CONDITION AND GOT A GOOD START. WENT TO 2.6, DERICHED, AND SHUT ENGINE DOWN. GOT A GOOD START IN DERICHED CONDITION. TRIED THIS PROCEDURE TWICE WITH GOOD STARTS EACH TIME. DESCENT AND LANDING NORMAL.

NOTE: (1) THE DERICHMENT VALVE IS AUTOMATICALLY ACTIVATED AT 860 DEGREES CENTIGRADE IN ADDITION TO BEING CAPABLE OF BEING ACTIVATED MANUALLY BY THE PILOT FOR TEST PURPOSES. POST FLIGHT ANALYSIS SHOWED THE DERICHMENT VALVE DID ACTIVATE AUTOMATICALLY WHEN THE EGT WENT TO 860 DEGREES, JUST AHEAD OF THE PILOT MANUALLY ACTIVATING THE VALVE.

(2) NO ENGINE TRIM REQUIRED THROUGHOUT THIS FLIGHT.

END OF MESSAGE

SYMBOL

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PAGES

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SECURITY CLASSIFICATION

~~SECRET~~

INITIALS

DD FORM 173-1  
MAY 55

★ U. S. GOVERNMENT PRINTING OFFICE: 1955-644744

JOINT MESSAGE FORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>			
TYPE MSG	BOOK	MULTI	SINGLE
ACTION		INFO	
FRG		SPECIAL INSTRUCTIONS	
TO: HQS		INFO: UNIDAT AFHQ'S FR	
FROM: [REDACTED]		[REDACTED]	
SUBJECT: FLTEST OPS		[REDACTED]	
<p>1. ARTICLE 122 MADE FLT 113 1 JULY 65, PILOT [REDACTED]</p> <p>TAKL OFF AT 0801 FOR 1 HOUR AND 1 MIN. GROSS WT 110,300 LBS, C.G. 19.4 PERCENT, TAKE OFF DISTANCE 72,000 FEET, TAKE OFF SPEED 215 KNOTS, TEMP 60 DEGREES, WIND CALM, MAX SPEED 3.21 MACH, MAX ALT 81,000 FT, TIME OVER 2.0 MACH THIS FLT 35 MIN, TIME OVER 2.6 MACH 22 MIN, TIME OVER 3.0 MACH 15 MIN, TIME OVER 50,000 FT 35 MIN.</p> <p>PURPOSE: DE RICHMENT ON ENGINE. [REDACTED]</p> <p>2. TAKE OFF AND CLIMB ACCORDING TO SCHEDULE TO 2.7 MACH WHERE LEFT SIDE UNSTARTED. OPENED FORWARD DOORS WHICH DID NOT RECOVER, THEN HOT SPIKES WERE MOVED FORWARD WHICH CLEARED UP THE INLET ROUGHNESS. THERE WAS NO ACCELERATION NOTED WITH THIS CONFIGURATION, SO THEN WE WENT SPIKES AND DOORS ON AUTO. RIGHT CIP WAS 1 1/2 PSI LOWER THAN LEFT. CLOSED FORWARD RIGHT DOOR AND OPENED AFT, WHICH BALANCED CIP'S. AT 3.05 MACH THE LEFT TACK WENT TO ZERO. CRUISED AT 3.2 MACH, NOTED HOT GAGES JIGGLING AND SOME FREQUENCY IN HEADSET AT 3.2 MACH. ENGAGED MACH HOLD WHICH WORKED GOOD WITH POWER CHANGES. DECELERATION OPENED FORWARD CLOSED AFT WENT TO 3.0 MACH.</p>			
TYPED NAME AND TITLE		PHONE	SIGNATURE
[REDACTED]		[REDACTED]	[REDACTED]
SECURITY CLASSIFICATION <b>SECRET</b>		REGRADING INSTRUCTIONS	

DD FORM 173

**SECRET**

EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO : 1964 O-124-401

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION  
SECRET

2703

SIDE UNSTARTED. MOVED SPIKES FORWARD. LEFT ENGINE STARTED TO OVER  
TEMP. HIT DERICHMENT WHICH BROUGHT EGT DOWN. INLET RECOVERED.  
WOULD RUN ONLY WITH LEFT SPIKE FULL FORWARD. DISENGAGED DERICHMENT.  
AT 2.5 MACH WENT TO SPIKES AUTO. RIGHT SIDE UNSTARTED DOWN TO 1.6  
MACH. DESCENT TO 31,000 FEET FOR ACCELERATION OUT TO SIMULATE  
REFUELING. ACCELERATION DID NOT OVERTEMP ENGINE, BUT [REDACTED]  
COMPLAINED THAT SCHEDULE WAS NOT REALISTIC SINCE ACCELERATION  
WAS TO BE TERMINATED BEFORE CIT REACHED 40 DEGREES. LANDING  
NORMAL, GENTE SLOW TO JETTISON.

## 3. [REDACTED] COMMENTS:

A. FUEL QUANTITY READ 35,000 LBS ON GROUND. AFTER CIRCUIT  
CHECKING WENT TO 55,000 LBS.

B. RADIO WEAK, GARBLED AND SCRATCHY.

END OF MESSAGE

SYMBOL

RAD

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PAGES

2

SECURITY CLASSIFICATION

SECRET

INITIALS

DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1955-844744

OUT



<b>SECRET</b> DD FORM 173		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION		2000 002	
TYPE MSG	BOOK	MULTI	SINGLE
PRECEDENCE		69428	
ACTION	INFO	DTG	
FROM		SPECIAL INSTRUCTIONS	
TO:		1-SIGCEN 1-COMR 1-DCO 1-DCM 1-RAD 1-DCS	
736 INFO HQS 0 FLTEST OPS			
1. ARTICLE 122 MADE FLT 111, 2 JULY, PILOT [REDACTED] TAKE OFF AT 0919 FOR 55 MINUTES. GROSS WT 109,900 LBS, C.G. 19.8 PERCENT, TAKE OFF DISTANCE 6,900 FEET, TAKE OFF SPEED 190 KNOTS, PRESSURE ALT UNKNOWN, TEMP 66 DEGREES, WIND 330 DEGREES 4 KNOTS, MAX SPEED 2.67, MAX ALT 67,000 FT, TIME OVER 2.0 MACH THIS H.T 30 MIN, TIME OVER 2.6 MACH 2 MINUTES. PURPOSE: HPG AND AIR INLET CONTROL TEST.			
2. SUMMARY: TAKE OFF NORMAL, CLIMB NORMAL TO 37,000 FEET WHERE CABIN AND Q BAY PRESSURIZATION WAS LOST, THEN CAME BACK TO 30,000 FEET FOR REMAINDER OF FLIGHT. ACCELERATED TO 2.5 MACH AT [REDACTED] COULD NOT ACCELERATE TO MORE THAN 2.67 MACH. TRIED ALTERNATE SCHEDULE WITH NO MORE ACCELERATION NOTED. POPPED SHOCK SEVERAL TIMES DECELERATED DOWN TO 2.2 MACH, THEN COULD NOT ACCELERATE ABOVE 2.2 MACH. DESCENT NORMAL, LANDING NORMAL, CHUTE NORMAL.			
END OF MESSAGE			
TYPED NAME AND TITLE		PHONE	DATE 2 1250 MONTH JULY YEAR 65 PAGE NO. NO. OF
DRAFTER SECURITY CLASSIFICATION		REL E A S E R	
DD FORM 173 1 NOV 63		REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED GPO : 1964 O-734-401	

JOINT MESSAGEFORM		SECURITY CLASSIFICATION	
		<del>SECRET</del> <b>SECRET</b>	
SPACE BELOW RESERVED FOR COMMUNICATION CENTER			
6 Jul 65 15 17z		29546	
PRECEDENCE	TYPE MSG (C/M/S)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO
ACTION ROUTINE	MODE MULTI SINGLE	9	
INFO			
FROM HQS			
	1868		
TO:		SPECIAL INSTRUCTIONS	
0		Section A Comdr Chrono DCS DCO (2) DCM (2) Secur HGR H-1 H-2C H-2E H-2H H-2M H-2P HGR/M R&D Admin	
REF:	2736		
REQUEST CLARIFICATION OF REF WIRE, MAX ALT QUOTED AS 67,000 FT ALTHOUGH SUMMARY INDICATES CABIN AND Q BAY PRESSURIZATION WERE LOST AND MAX ALTITUDE WAS 57,000 FT.			
END OF MESSAGE			
<i>Refer to flt 114 on #122.</i>			
ACTION INFO CONTROL NO. 1526-65		DATE 06 1443Z MONTH JUL YEAR 65	
SYMBOL TYPED NAME AND TITLE (Signature, if required) PHONE SECURITY CLASSIFICATION <b>SECRET</b>		SIGNATURE TYPED (or stamped) NAME AND TITLE	

DD FORM 1 MAY 65 173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>		15 JUL 65 12 31z	
TYPE MSG	BOOK MULTI SINGLE		
PRECEDENCE			
ACTION		60005	
PRIORITY		2833	
TO: [REDACTED] 195		INFO [REDACTED] 170	
FROM: [REDACTED] OPS		SPECIAL INSTRUCTIONS	
1. ARTICLE 122 MADE FLT 115 ON 14 JULY 1965, PILOT [REDACTED]		1-SigCen 1-Comdr 1-DCS 1-DCO 1-DCM 1-R&D	
TAKE OFF AT 16:21 FOR 1 HR 7 MIN. TAKE OFF SPEED 195 KTS, TAKE OFF DISTANCE 7400 FT, TEMPERATURE 90 DEGREES. GROSS WEIGHT 109,900 LBS, C.G. 20.4 PERCENT. MAX MACH 3.25, MAX ALT 83,000 FT. TIME OVER M2.0 1.45 MIN, 2.6 :20 MIN, 2.8 :15 MIN, 3.0 :10 MIN, 3.2 :05 MIN. PURPOSE OF FLIGHT WAS INLET FCF AND NO TRIM ENGINE PERFORMANCE.			
2. THE INS QUIT BEFORE ENGINE START DUE TO AN OVERTEMP. THIS IS BEING CHECKED OUT NOW.			
3. THE UNG WAS GARBELED ON THE GROUND, IN THE AIR, AND ON INTERCOM.			
4. THE ENGINES WERE NOT <del>EXT</del> TRIMMED BEFORE TAKE OFF AND THE EGT'S WERE: RIGHT 805 DEGREES, LEFT 780 DEGREES.			
5. AFTER TAKE OFF ACCELERATION WAS POOR TRANSCONICALLY AND WHEN M2.48 WAS REACHED THE FIRST OF A SERIES OF 15 TO 20 AD'S OCCURRED. PILOT FINALLY RESORTED TO CLOSING FORWARD BY PASS DOORS AND OPENING AFT DOORS 50 PERCENT IN ORDER TO ACCELERATE ON OUT TO M3.2. ARTICLE WAS ROUGH THROUGH M3.2 CRUISE. WHEN REDUCING TO MILITARY POWER A BRIEF OVERTEMP OCCURRED WHICH THE PILOT SAVED BY QUICK DOWNTRIM.			
TYPED NAME AND TITLE		PHONE	SIGNATURE
[REDACTED]		[REDACTED]	[REDACTED]
DRAFT		RELEASE	TV
SECURITY CLASSIFICATION <b>SECRET</b>		REGARDING INSTRUCTIONS	
DD FORM 1 NOV 63 173		REPLACES EDITION OF 1 MAY 65 WHICH MAY BE USED	

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

NO)

5223

6. ENGINE SHUT DOWNS AND RESTARTS WERE MADE SATISFACTORILY AT  
M1.7 AND 1.4.

7. LANDING AND CHUTE WERE SATISFACTORY.

8. AUTOPILOT AND MACH HOLD WERE NOT USED.

END OF MESSAGE

SYMBOL

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NRNR OF  
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SECURITY CLASSIFICATION

DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1954

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION					
SECRET					
TYPE MESSAGE	BOOK	MULTI	SINGLE		
PRECEDENCE					
ACTION <span style="float: right;">DTG</span>					
INFO <span style="float: right;">ROUTINE</span>					
FROM <span style="float: right;">TO: <span style="border: 1px solid black; padding: 2px;">WDS</span></span>				SPECIAL INSTRUCTIONS	
INFO <span style="float: right;">WA. JET</span> <span style="float: right;">FLY</span> <span style="float: right;">ARMS</span>					
<p>1. ARTICLE 122, FLT 116, 15 JULY 1965. PILOT: <span style="border: 1px solid black; padding: 2px;">T.O.</span></p> <p>TIME: 1614, DURATION: 1HR AND 1MIN. GROSS WEIGHT: 109,800LBS, C.G. 20.5PERCENT, T.O. DISTANCE: 6700FT, T.O. SPEED: 195KNOTS, TEMP: 85DEG, WIND: 360DEG/5. MAX MH: 3.24, MAX ALT: 78,000. TIME OVER 2.0MN - 40MIN; 2.5MN - 36MIN; 2.8MN - 34MIN; 3.0MN - 30MIN; 3.2MN - 20MIN. PURPOSE: INLET PCF AND ENGINE NO TRIM TEST.</p> <p>2. ENGINES WERE TRIMMED TO 805 AND 800DEG ON END OF RUNWAY. DURING CLIMB OUT OVER <span style="border: 1px solid black; padding: 2px;"> </span> LEFT WENT TO 838DEG AND RIGHT TO 780DEG. DURING CLIMB IN AB, LEFT WENT TO 858DEG AND THE AUTO DARIEN ACTIVATED AND LOWERED IT 100DEG. PILOT RECYCLED AND TRIMMED TO 780DEG. PILOT USED NORMAL DOOR SCHEDULE AND HAD MILD ROUGHNESS THROUGHOUT THE FLIGHT ABOVE 2.0MN. ARTICLE REACHED 3.2MN IN TURN AND CRUISED 15 TO 20MIN. CIP'S WERE 3 PSI APART IN TURN WITH LEFT LAGGING BUT RECOVERED TO WITHIN 1 PSI STRAIGHT AND LEVEL. DECEL TO 2.5MN WAS SATISFACTORY. LEFT ENGINE WAS THEN PUT IN IDLE WHERE AN AD OCCURRED WHICH RECYCLING THE SPIKE AND INCREASING THE POWER CLEARED. AT 2.0MN ENGINE WAS AGAIN</p>				<p>1 SIGGER</p> <p>1 COMDR</p> <p>1 DCS</p> <p>1 DCO</p> <p>1 DCM</p> <p>2 RED</p>	
<p>1. ARTICLE 122, FLT 116, 15 JULY 1965. PILOT: <span style="border: 1px solid black; padding: 2px;">T.O.</span></p> <p>TIME: 1614, DURATION: 1HR AND 1MIN. GROSS WEIGHT: 109,800LBS, C.G. 20.5PERCENT, T.O. DISTANCE: 6700FT, T.O. SPEED: 195KNOTS, TEMP: 85DEG, WIND: 360DEG/5. MAX MH: 3.24, MAX ALT: 78,000. TIME OVER 2.0MN - 40MIN; 2.5MN - 36MIN; 2.8MN - 34MIN; 3.0MN - 30MIN; 3.2MN - 20MIN. PURPOSE: INLET PCF AND ENGINE NO TRIM TEST.</p> <p>2. ENGINES WERE TRIMMED TO 805 AND 800DEG ON END OF RUNWAY. DURING CLIMB OUT OVER <span style="border: 1px solid black; padding: 2px;"> </span> LEFT WENT TO 838DEG AND RIGHT TO 780DEG. DURING CLIMB IN AB, LEFT WENT TO 858DEG AND THE AUTO DARIEN ACTIVATED AND LOWERED IT 100DEG. PILOT RECYCLED AND TRIMMED TO 780DEG. PILOT USED NORMAL DOOR SCHEDULE AND HAD MILD ROUGHNESS THROUGHOUT THE FLIGHT ABOVE 2.0MN. ARTICLE REACHED 3.2MN IN TURN AND CRUISED 15 TO 20MIN. CIP'S WERE 3 PSI APART IN TURN WITH LEFT LAGGING BUT RECOVERED TO WITHIN 1 PSI STRAIGHT AND LEVEL. DECEL TO 2.5MN WAS SATISFACTORY. LEFT ENGINE WAS THEN PUT IN IDLE WHERE AN AD OCCURRED WHICH RECYCLING THE SPIKE AND INCREASING THE POWER CLEARED. AT 2.0MN ENGINE WAS AGAIN</p>				<p>1 SIGGER</p> <p>1 COMDR</p> <p>1 DCS</p> <p>1 DCO</p> <p>1 DCM</p> <p>2 RED</p>	
TYPED NAME AND TITLE		PHONE		RELASER	
SECURITY CLASSIFICATION		REGRADING INSTRUCTIONS			

DD FORM 173  
1 NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED



JOINT MESSAGEFORM - CONTINUATION SHEET		SECURITY CLASSIFICATION <del>SECRET</del>	
FROM: PAGE TWO 2248			
<p>IDLED AND AD'S OCCURRED WHICH NO POSITION OF SPIKES OR DOORS WOULD CLEAR AND THIS LED TO FLAMEOUT. RESTART IN ROUGHNESS WAS UNSUCCESSFUL. RESTART AT 1.0MN AND SMOOTH WAS UNSUCCESSFUL. RESTART ACCOMPLISHED FINALLY AT .85MN, 20,000FT, CIP 10 PSI. LANDING AND CHUTE SATISFACTORY. CIP'S DURING CRUISE WERE 15 AND 16 PSI. FLIGHT WAS CONSIDERED SATISFACTORY TO PROCEED WITH <input type="checkbox"/> TESTING AND 122 IS TENTATIVELY SCHEDULED TO MAKE AN <input type="checkbox"/> TEST FLIGHT ON TUESDAY, 20 JULY.</p> <p>END OF MESSAGE</p>			
SYMBOL	PAGE NR 2	NR OF PAGES 2	SECURITY CLASSIFICATION SECRET

DD FORM 173-1  
MAY 55

★ U. S. GOVERNMENT PRINTING OFFICE: 1955

FORM			
CLASSIFICATION			
SECRET			
TYPE MSG	BOOK	MULTI	SINGLE
PRECEDENCE			
ACTION	PRIORITY		
INFO	ROUTINE		
FR	[REDACTED]		
TO	[REDACTED]		
INFO	[REDACTED]		
SPECIAL INSTRUCTIONS			
1 SIGCEN			
1 COMDR			
1 DCS			
① DCS			
1 DCM			
2 RAD			
<p>1. ARTICLE 122, FLT 117, 20 JULY 1965. PILOT: [REDACTED]</p> <p>T.O. AT 1100HRS FOR 1HR AND 04MIN. GROSS WT: 114,500LBS, C. G. 21.3PERCENT, T. C. DISTANCE: 6900FT, T. C. SPEED: 190KNOTS, TEMP: 79DEG, MAX SPEED: 3.25, MAX ALT: 83,000FT. TIME OVER 2.0MN THIS FLT - 35MIN, 2.6MN - 25MIN, 2.8MN - 20MIN, 3.0MN - 15MIN, 3.2MN - 10MIN. TIME OVER 50,000FT - 35MIN. PURPOSE: TEST [REDACTED]</p> <p>2. [REDACTED] TURNED OFF PRIOR TO TAKEOFF DUE SYSTEM SHORT CIRCUIT WHICH WAS TAKING OUT THE A AND M SAS SYSTEMS. ENGINES TRIMMED TO 788(L) AND 798(R) BEFORE TAKEOFF. NO FURTHER TRIM REQUIRED DURING THE FLT. TAKEOFF AND INITIAL CLIMB NORMAL. WENT TO 50PERCENT AFT BYPASS AT 1.7MN, ATTEMPTED TO GO TO AUTO AT 2.0MN. AT 2.3MN. NOTED THAT LEFT CIP LAGGING BY ABOUT 1.5PSI DUE TO LEFT FWD DOORS STUCK OPEN. WENT TO AFT DOORS FULLY CLOSED ON LEFT, AUTO ON RIGHT FOR REMAINDER OF CLIMB.</p> <p>3. DURING CLIMBOUT, DRIVER ENGAGED AUTO NAV, CAUSING ARTICLE</p>			
DATE		TIME	
20			
MONTH		YEAR	
JULY		65	
PAGE NO.		NO. OF PAGES	
1		1	
DRAFTER	TYPED NAME AND TITLE	PHONE	RELEASE
	[REDACTED]		
SECURITY CLASSIFICATION		REG	[REDACTED]
[REDACTED]			

DD FORM 173

1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO : 1964 O-724-401

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM:

PAGE TWO

TO ROLL 45-50 DEGREES IMMEDIATELY. ROLL AND PITCH TRIM SEEMED TO BE INEFFECTIVE IN CORRECTING, DRIVER HAD TO RESORT TO MANUAL STICK CORRECTION. MACH HOLD WAS ENGAGED, ARTICLE STARTED DIVERGENT OSCILLATIONS, MACH HOLD DISENGAGED. ON SOUTHBOUND LEG, DRIVER NOTED INS NEEDLE SWINGING BACK AND FORTH 35-40 DEGREES WHILE ARTICLE FLYING STRAIGHT AND LEVEL. DTG ALSO READING INCORRECT AT THIS POINT, SO DRIVER FLEW BY EYE (WITH ASSIST FROM EC&G VECTURING) OVER SITE.

4. DRIVER NOTED SOME LATERAL OSCILLATION IN COCKPIT BETWEEN 2.8 AND 2.85 MN. L HYDRO FLUCTUATED ABOUT 200-300 PSI. ON LANDING, L BRAKE LOCKED, CAUSING L CENTER TIRE TO BLOW. DRIVER CONTINUED DECELERATION WITH R BRAKE. CHUTE DEPLOYMENT NORMAL, JETTISON SLOW.

END OF MESSAGE

SYMBOL

PAGE  
NRNR OF  
PAGES

SECURITY CLASSIFICATION

INITIALS

DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1962-644744

JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>		7015 1145Z	
TYPE MSG <b>SECRET</b>		0013	
PRIORITY <b>ROUTINE</b>		FROM [REDACTED] TO [REDACTED] INFO [REDACTED]	
ACTION		SPECIAL INSTRUCTIONS	
1. ARTICLE 122, FLT 118, 22 JULY 1965.		1. SLOC	
2. PILOT [REDACTED]		1. COMR	
3. T. O. TIME: 1331 HRS FOR HRS AND 54 MIN.		1. DCS	
4. GROSS WT. 120,100 LBS.		1. DCO	
5. C. G.: 30.2 PERCENT.		1. DCM	
6. TEMP: 67 DEGREES. WIND: 180/18		2. RAD	
7. T. O. DISTANCE: 8800 FT.			
8. T. O. SPEED: 210 KNOTS.			
9. MAX MH: 3.23 MH.			
10. MAX ALT: 84,000 FT.			
11. TIME OVER 2.00H: 145		DATE: 22 TIME: 1145Z	
TIME OVER 2.00H: 136		MONTH: JULY YEAR: 65	
TIME OVER 2.00H: NA		PAGE NO: 1 NO. OF PAGES: 2	
TIME OVER 3.00H: 127			
TIME OVER 3.00H: NA			
TIME OVER 50,000FT: 149			
12. PURPOSE: SYSTEMS TEST			
TYPED NAME AND TITLE <b>SECRET</b>		SIGNATURE [REDACTED]	
PHONE		TYPED NAME AND TITLE [REDACTED]	
SECURITY CLASSIFICATION <b>SECRET</b>		REGRADING INSTRUCTIONS	

DD FORM 178  
1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO : 1964 O-734-401

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM

PAGE TWO

3106

13. SUMMARY: TAKEOFF AND CLIMB MADE WITH NORMAL SCHEDULE. ACCEL TRANSOMIC WAS MADE IN SLIGHT DIVE TO PICK UP 400 KIAS CLIMB. WENT AUTO RAY IN ROLL AND FLEW PITCH MANUALLY NORTH AND AROUND TURN NORTH. AT 1.798, WENT AFT BYPASS TO 50 PERCENT. AT 2.008, WENT FWD DOORS AUTO. CIP'S MATCHED DURING ACCEL, BUT A DISPARITY OCCURRED IN CIP'S AT HIGHER MACH. ROUGHNESS NOTED DURING ACCEL AND CRUISE. 1. HYDRO FLUCTUATION (500PSI) WITH CIP DISPARITY, SO PILOT LEFT AFT BYPASS AT A POSITION FOR CRUISE. CONTACTED [REDACTED] AUTO MAY HAVE HELD ARTICLE WELL. AT 84,000FT, NOTED SYSTEMS D AND F LIGHTS ON RIGHT SIDE. DID NOT SEE SYSTEM A LIGHTS ON. PASSED OVER HOME PLATE AND BANKED AROUND SOUTHEAST BY [REDACTED] FOR ANOTHER PASS OVER BASE, BUT NOTED WX AND DECIDED TO LAND INSTEAD. RIGHT SIDE UNSTARTED DURING 2.948 DESCENT. OPENED FWD BYPASS BUT NO CURE, SO MOVED SPIKE FWD WHICH CLEARED UP UNSTART. DESCENDED THROUGH WEATHER, TRANSFERRED FUEL FWD, LANDED, CHUTE NORMAL.

END OF MESSAGE

SYMBOL

PAGE  
NR  
2NR OF  
PAGES  
2

SECURITY CLASSIFICATION

~~SECRET~~

INITIALS

DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1963-244744



JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>		27 JUL 62 40z	
TYPE MSG	BOOK MULTIPLE SINGLE		
ACTION: <b>ROUTINE</b>		DTG	
INFO	TO: <b>HQS</b>		SPECIAL INSTRUCTIONS
FROM: <b>FLTEST OPS</b>		INFO: <b>WRIPAT AF-100-S FR</b>	1-SigCen
			1-Comdr
			1-DCS
			1-DCO
			1-DCM
			1-R&D
<p>1. ARTICLE 122 MADE FLT 119 ON 26 JULY. PILOT TAKE OFF 1558 FOR 158 MIN. GROSS WEIGHT 120,200 LBS, C.G. 19.5 PERCENT, TAKE OFF DISTANCE 7000 FT, TAKE OFF SPEED 195 KTS, TEMP 88 DEGREES, WIND 190/06 KTS. MAX SPEED 3.1 MACH, MAX ALT 75,000 FT. PURPOSE: SYSTEMS A, B, C, D, TEST.</p> <p>2. LEFT STARTER CUT OFF AT 2800 RPM, OTHER WISE START NORMAL. LEFT BRAKE WAS GRABBING DURING TAXI. C.G. APPRAISED TO BE FAR AFT DURING TAKE OFF. PILOT WAS REQUIRED TO MAKE IMMEDIATE PITCH TRIM CORRECTION AFTER LIFT OFF. LEVELED OFF AT 31,000 FT TO GO UNDER TUNNEL. CLIMBED IN MAX AB AT 400 KEAS. AT 1.2 MACH ENGAGED AUTO NAV WHICH CONNECTED HIM ONTO TRACK. PILOT FLEW ARTICLE MANUALLY IN PITCH. AT 1.7 MACH PILOT WENT 50 PERCENT OPEN ON AFT BY PASS. AT 2.0 MACH WENT AUTO ON FORWARD BY PASS. ACCELERATION WAS GOOD WITH MATCHED CIP'S AND SMOOTH ACCELERATION. ALTHOUGH LEFT CIP OCCASSIONALLY DROOPED. DISPARITY BECAME 1 1/2 LBS DURING LEFT TURN. AT 3.1 MACH 400 KEAS CIP'S WERE 16. ARTICLE RAN OUT OF THRUST DURING TURN AT 2.85. ACCELERATING</p>			
TYPED NAME AND TITLE		PHONE	DATE
DRAFT			TIME
SECURITY CLASSIFICATION			MONTH
			YEAR
			PAGE NO.
			NO. OF PAGES

DD FORM 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

GPO : 1964 O-734-401

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

FROM  
PAGE TWO

8151

~~SECRET~~~~OUT~~

AGAIN WHEN LEVEL SOUTH BOUND OUT OF TURN. [REDACTED] AT 3.14 MACH  
NOTED FIRE WARNING ON RIGHT SIDE. POWER WAS REDUCED. FIRE WARNING WENT ~~OUT~~  
THEN ~~ON~~ AGAIN. VERIFIED AS A FIRE. WENT OUT AS POWER WAS REDUCED TO IDLE.  
DURING TURN IN AUTO NAV. ROLL IN WAS AT AN EXCESSIVE RATE SO PILOT TOOK  
OVER AND HELD TO 30 DEGREES BANK. PILOT HAD A TENDENCY TO OVER CORRECT ON  
NEEDLE DUE TO WIDE NEEDLE DEFECTIONS FOR SMALL ~~MAX~~ ANGLE DEVIATIONS. TURNED  
ON SYSTEMS A AND B AT [REDACTED] GREEN LIGHT ON B 5 MINUTES AFTER SYSTEM WAS  
TURNED ON. PILOT NOTED MUCH NOISE IN HEADSET, ALSO NOTED THAT NOISES WERE REDUCED  
WHEN UHF WAS TURNED DOWN, ALSO WHEN VOR RESET. ON RIGHT SIDE OF SYSTEMS 7 AND 8  
CAME ON INBOUND.

3. LANDING, CHUTE NORMAL.

END OF MESSAGE

~~SECRET~~~~OUT~~

SYMBOL

PAGE  
NRNR OF  
PAGES

SECURITY CLASSIFICATION

DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1952-544744

JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>		3200 0 56z	
TYPE MSG	BOOK	MULTI	SINGLE
PRECEDENCE			
ACTION		69001	
DTG			
FR [REDACTED] 3204		SPECIAL INSTRUCTIONS	
TO [REDACTED] INFO [REDACTED]		1-SIGCEN 1-COMR 1-DCO 1-DCM 1-DCS 2-P&D	
FILEST [REDACTED]			
1. ARTICLE 122, FLT 120, 2 AUG.			
2. PILOT: [REDACTED]			
3. T. O. TIME: 1100 HRS FOR REQUIRED 29 MIN.			
4. GROSS WEIGHT: 119,100 LBS.			
5. C. G.: 19.7 PERCENT.			
6. TEMP: 80 WIND: CALM			
7. T. O. DISTANCE: 8000 FT.			
8. T. O. SPEED: 210 KNOTS.			
9. MAX MN: 2.7 MI.		[REDACTED]	
10. MAX ALT: 69,000 FT.			
11. TIME OVER 2.0MN: 20			
TIME OVER 2.6MN: 10			
TIME OVER 2.8MN: None			
TIME OVER 3.0MN: None		DATE 2 MONTH 1 YEAR TIME 1620 NO. OF PAGES 65	
TIME OVER 3.2MN: None			
TIME OVER 50,000FT: 20 MIN			
12. PURPOSE:			
DRAFT	TYPED NAME AND TITLE	PHONE	SIGNATURE
	[REDACTED]	[REDACTED]	[REDACTED]
	TYPED (or stamped) NAME AND TITLE	[REDACTED]	
SECURITY CLASSIFICATION <b>SECRET</b>			

DD FORM 173  
1 NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO : 1964 O-734-601

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

SECRET

FROM:

3284

AFTER TAKE OFF CLIMB MADE IN MAX AB. AT 1.0 MACH WENT TO 50 PERCENT AFT BYPASS. AT 2.1 THE INLET UNSTARTED ON THE LEFTSIDE. PILOT OPENED FWD DOORS, CLOSED THEN INLET UNSTARTED AGAIN. PILOT THEN TRIED SEVERAL OTHER DOOR SCHEDULES BUT COULD NOT KEEP INLET GOING ABOVE 2.7 MACH SO WENT AROUND COURSE AS BEST HE COULD WITH UNSTARTS OCCURRING ON RIGHT SIDE DOWN TO AS LOW AS 1.75 MACH. SYSTEMS WERE EXERCISED INBOUND TO BASE. DURING DESCENT AT 6000 RPM THE LEFT ARTICLE CAME OUT OF BURNER FOR DESCENT. AN UNUSUAL PITCH OSCILLATION WAS NOTED BY PILOT WHICH PERSISTED FOR 20 SECOND, THEN DISAPPEARED. LANDING NORMAL, CHUTE NORMAL.

COMMENT: THE UNSTARTS OCCURRED FOR REASONS NOT KNOWN AT THIS TIME. THE PILOT STATED THAT HE FELT THE SPIKE WENT FULL AFT FOLLOWING EACH RESTART.

END OF MESSAGE

SYMBOL

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NRNR OF  
PAGES

SECURITY CLASSIFICATION

INITIALS

DD FORM 1 MAY 55 173-1

U.S. GOVERNMENT PRINTING OFFICE: 1965-644744

JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>		542	
TYPE MSG	BOOK, MULTIPLE	70054	
ACTION: <b>PRIORITY</b>			
INFO	ROUTE	DTG	
FROM:	TO:	INFO:	SPECIAL INSTRUCTIONS
			1 SIG CEN 1 COMDR 1 DCS
OPS FLTAST 1405		AF160-S WVR/PAT FIS	1 RAD
<p>1. ARTICLE 122 MADE FLT 121 ON 4 AUG 65. PILOT [ ] TAKE OFF AT 1034 HOURS FOR 1 HOUR AND 9 MINUTES. GROSS WEIGHT 120,000 LBS, C.G. 19.9 PERCENT, TAKE OFF DISTANCE 8000 FT, TAKE OFF SPEED 210 KTS, PRESSURE ALTITUDE 4370 FT, TEMP 84 DEGREES, WIND 020/5, MAXIMUM SPEED 3.25 MACH, MAXIMUM ALTITUDE 78,000 FT, TIME OVER 2.0 MACH THIS FLT 40 MINUTES, TIME OVER 2.6 MACH THIS FLT 35 MINUTES, TIME OVER 2.8 MACH THIS FLT 32 MINUTES, TIME OVER 3.0 MACH THIS FLT 24 MINUTES, TIME OVER 3.2 MACH THIS FLT 16 MINUTES. TIME OVER 50,000 FT THIS FLT 45 MINUTES.</p> <p>PURPOSE: FLIGHT TEST OF [ ]</p> <p>2. TAKE OFF AND CLIMB ON 400 KEAS LINE WERE NORMAL. [ ] MADE ONE NORTH TO SOUTH PASS 10 MILES EAST OF THE [ ] AT 3.14 MACH AND 78,000 FT. [ ] WAS UNABLE TO MAKE RADIO CONTACT WITH [ ] LAC GROUND CONTROL ON THIS RUN. [ ] MADE A SECOND PASS FROM SOUTHEAST TO NORTHWEST, COMING OVER THE [ ] ITS AT 3.14 MACH AND 78,000 FT. RADIO CONTACT WITH [ ] AND LAC GROUND CONTROL WAS SATISFACTORY ON THIS PASS. DESCENT, LANDING AND CHUTE DEPLOYMENT WERE NORMAL. INFORMATION CONCERNING ELECTRONIC SYSTEMS OPERATION WILL BE REPORTED BY [ ]</p>			
TYPED NAME AND TITLE		PHONE	DATE
[ ]		[ ]	04 1415
[ ]		[ ]	AUG 65
[ ]		[ ]	PAGE NO. NO. OF PAGES
[ ]		[ ]	1 1
SECURITY CLASSIFICATION <b>SECRET</b>		REGARDING INSTRUCTIONS	

DD FORM 173

REPLACES EDITION OF 1 MAY 65 WHICH MAY BE USED

GPO : 1964 O-732-001



JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION		8 AUG 65 17 10z	
SECRET		70080	
TYPE MSG	BOOK	MULTI	
ACTION PRIORITY		DTG	
INFO ROUTINE		83	
FROM	[REDACTED]		
TO:	[REDACTED]		
INFO		[REDACTED]	
SPECIAL INSTRUCTIONS		1-SigCen	
1-Comir		1-DCS	
1-DCO		1-DCM	
1-R&D			
<p>1. ARTICLE 122 MADE FLIGHT 122, ON 5 AUG. PILOT [REDACTED] TAKE OFF AT 1558 HOURS FOR 1 HOUR 09 MIN. GROSS WT 119,800 LBS, C.G. 20.2 PERCENT. TAKE OFF DISTANCE 8600 FT, TAKE OFF SPEED 205 KNOTS. MAX SPEED 3.22 MACH, MAX ALT 80,000 FT. TIME OVER 2.0 MACH THIS FLIGHT 43 MIN, 2.6 MACH 36 MIN, 2.8 MACH 30 MIN, 3.0 MACH 25 MIN, 3.2 MACH 17 MIN, 50,000 FT 45 MIN. PURPOSE: [REDACTED] SYSTEMS TEST.</p> <p>2. INS ENOPERATIVE PRIOR TO TAKE OFF DUE TO LOSS OF POWER. LEFT BRAKE CRABBED DURING TAXI. LONG TAKE OFF ROLL NOTED BY PILOT DUE TO HIGH TEMP. CLIMB IN MIN BURNER TO 31,000 FT. LEFT OIL PRESSURE WAS DOWN TO 45 LBS, AT 1.7 MACH OPENED AFT BY PASS 50 PERCENT. AT 2.0 MACH WENT AUTO ON FORWARD DOORS. CIP'S WERE TOGETHER. WENT AROUND CORNER AT 2.3 MACH ACCELERATING. AT 2.82 MACH CLOSED AFT DOORS. GAVE A GOOD VECTOR OVER BASE AT 3.2 MACH AND 76,000 FT. NOTED MILD LEFT HYDRO FLUCTUATIONS AND INTERMITTENT DROP OF 1 1/2 PSI ON LEFT HYDRO. CONTINUED EAST OVER [REDACTED] AT 3.1 MACH AND 74,000 FT MADE 35 DEGREE TURN AND PASSED 10 MILES SOUTH OF BASE AT 3.22 MACH AND 78,000 FT. DURING DECELERATION AT 1.9 MACH PILOT NOTED RIGHT ENGINE [REDACTED]</p>			
TYPED NAME AND TITLE		PHONE	
[REDACTED]		[REDACTED]	
SECURITY CLASSIFICATION		REMARKS	
[REDACTED]		[REDACTED]	

DD FORM 173  
1 NOV 63

REPLACES EDITION OF 1 MAY 65 WHICH MAY BE USED

GPO : 1964 O-734-401

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM

PAGE TWO

3383

~~SECRET~~~~OUT~~

ROUGHNESS BETWEEN 6900 RPM AND 6800 RPM. ROUGHNESS COMPLETED 1.4 MACH.  
ON LANDING THE LEFT TACH WENT TO ZERO.

## REMARKS:

1. ENGINE ROUGHNESS NOT DEFINED, STILL <sup>UNDER</sup> INVESTIGATION.
2. LEFT TACH FAILURE CAUSED BY HARNESS PROBLEM.

END OF MESSAGE

~~SECRET~~~~OUT~~

SYMBOL

PAGE  
NRNR OF  
PAGES

SECURITY CLASSIFICATION

INITIALS

DD FORM 173-1  
1 MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1962-644744

JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>		6 AUG 65 22 06z	
TYPE MSG		70103 DCom	
PRECEDENCE <b>PRIORITY</b>			
ACTION			
INFO			
FROM: [REDACTED]		SPECIAL INSTRUCTIONS	
TO: HQS		1-SigCen	
INFO: [REDACTED]		1-Comdr	
FLTEST OPS		1-DCS	
		1-DCM	
		1-R&D	
<p>1. ARTICLE 122 MADE FLT 123 ON 6 AUG 65. PILOT [REDACTED] TAKE OFF AT 1056 FOR 1 HOUR AND 11 MIN. GROSS WEIGHT 119,800 LBS, C. G. 19.7. TAKE OFF DISTANCE 7800 FT, TAKE OFF SPEED 197 KNOTS, TEMPERATURE 87 DEGREES, WIND CALM. MAX SPEED 3.23 MACH, MAX ALT 79,500 FEET, TIME OVER 2.0 MACH THIS FLIGHT 42 MIN, 2.6 MACH 36 MIN, 2.8 BRCH 32 MIN, 3.0 MACH 30 MIN, 50,000 FT 42 MIN. PURPOSE OF FLIGHT: SYSTEMS TESTS.</p> <p>2. LEFT ENGINE STARTER CUT OUT EARLY. INS OK ON RUNWAY. TAKE OFF AND CLIMB IN MIN AB TO 25,000 FT. TURNED ON SYSTEMS A AND B. NOTED GREEN LIGHT FIVE MINUTES LATER. CLIMBED IN MIN AB [REDACTED] WAS TO RIGHT OF COURSE, AT 2.35 MACH STARTED TURN AND ACCELERATED TO 2.9 MACH. STEERED AUTO NAV DIRECTLY OVER HOME PLATE AT 3.2 MACH AND 76,000 FT. NOTED PSI VARIATION IN RIGHT CLIP AND R HYDRO FLUCTUATION. THEN NOTED LEFT CLIP VARIATIONS. MADE ANOTHER TURN TO NORTH NEAR [REDACTED] AND MADE PASS 10 MILES NORTH OF BASE. AT 3.2 MACH AND 79,500 FEET ACTIVITY LIGHTS AND GEAR HORN WENT ON SYSTEM B. PILOT NOTED EGT VARIATION WITH PITCH TRIM. LEFT TACH WENT TO ZERO 45 MIN AFTER TAKE OFF. DECELERATION PILOT NOTED ENGINES ROUGHNESS</p>		<p>DATE 6 TIME 1430</p> <p>MONTH AUG YEAR 65</p> <p>PAGE NO. 1 NO. OF PAGES 2</p>	
TYPED NAME AND TITLE		SIGNATURE	
PHONE		[REDACTED]	
SECURITY CLASSIFICATION		REGRA	

DD FORM 173  
1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO: 1964 O-724-601

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM:

PAGE TWO

3406

( 3 CPS) BETWEEN 6800 AND 6900 RPM. OTHERWISE DECELERATION AND LANDING  
NORMAL.

3. CHUTE DID NOT JETTISON IN TAIL WIND. "Q" BAY WENT TO 90 DEGREES  
AT END OF CRUISE.

END OF MESSAGE

SYMBOL

PAGE  
NR

2

NR OF  
PAGES

2

SECURITY CLASSIFICATION

~~SECRET~~

INITIALS

DD FORM 173-1  
MAY 55

U.S. GOVERNMENT PRINTING OFFICE: 1945

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

SECRET

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

25 AUG 55 06z

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION PRIORITY	BOOK MULTI SINGLE			
INFO ROUTINE				

FROM

TO: AGS

I.P.

R.D.

UNIDAT AEDC-1

SPECIAL INSTRUCTIONS

1-SIGCEN  
1-ECMDR  
1-DCG  
1-DCM  
1-ECS  
2-R&D

1. ARTICLE 122 MADE FLT 124 ON 25 AUG. T.O. TIME 1004, DURATION 1:11. GROSS WT 119900, C.O. 19.4 PERCENT, T.O. DIST 7100 FT, TEMP 70 DEGREES F, WIND CALM, MAX MACH 3.23, MAX ALT 83000 FT. PURPOSE OF FLT WAS FLT CHECKOUT OF PRODUCTION ☐ GEAR. AFTER CLIMB AND ACCELERATION TWO HIGH FAST PASSES WERE MADE TOWARD HOME BASE DURING WHICH ALL ☐ GEAR WORKED SATISFACTORILY. (REPORT FOLLOWS). THESE BOXES WILL BE REMOVED AND INSTALLED IN HBR 126 OR 127 ASAP. ANOTHER COMPLETE SET WILL BE INSTALLED IMMEDIATELY FOR A FLIGHT 26 AUG. WE HOPE TO TEST THE THIRD SET BY 27 AUG AS THE AIRCRAFT MUST GO DOWN FOR A WING FUEL TANK REPAIRS BY THE WEEKEND.

2. INSOFAR AS AIRCRAFT PERFORMANCE WAS CONCERNED THERE WAS SOME CIP WANDER, THE INS HAD A 6 TO EIGHT DEGREE RIGHT BIAS CAUSING A 45 DEGREE BANK AND WAS DISENGAGED. THE LEFT TACKOMETER FAILED, ~~THE WAS WINDMILL VALVE TYPE ROUGH ON~~

TYPED NAME AND TITLE (Signature, if required)

PHONE

PAGE

NR OF

SECURITY CLASS

TION

1

PAGE

2

SECRET

DD FORM 173

REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~ **SECRET**

FROM:

3769

~~SECRET~~ **OUT**

NOT, THE RIGHT OIL PRESSURE TRANSMITTER REQUIRES REPLACEMENT,  
THE CHUTE WAS SLOW TO OPEN AND JETTISON.

3. THERE WAS NO AD'S DURING THE FLIGHT.

4. AIRCRAFT IS SCHEDULED FOR 26 AUGUST.

END OF MESSAGE

SYMBOL

B&amp;D

PAGE  
NR.

2

NR. OF  
PAGES

2

SECURITY CLASSIFICATION

~~SECRET~~ **SECRET**DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE



JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>				17 SEP 65 05 54z	
TYPE MSG	BOOK	MULTI	SINGLE		
PRECEDENCE					
ACTION					
INFO					
FROM					
TO					
SUBJECT				SPECIAL INSTRUCTIONS	
FLTEST				1. COMDR	
1. ARTICLE 122, FLT 126, 16 SEPT 1965.				1 DCS	
2. PILOT: [REDACTED]				1 DCO	
3. T.O. TIME: 1344 HRS FOR 1 HRS AND 08 MIN.				1 DCM	
4. GROSS WEIGHT: 111,300 LBS.				2 RAD	
5. C.G.: 22 PERCENT.					
6. TEMP: 72 DEGREES WIND: 350? 20KNOTS.					
7. T.O. DISTANCE: 6500 FT.					
8. T.O. SPEED: 210 KNOTS.					
9/ MAX HB: 1.03 MI.					
10. MAX ALT: 79,000 FT.					
11. TIME WHEN OVER 2,000: 35 MIN.					
TIME OVER 2,000: 30 MIN.					
TIME OVER 2,500: 20 MIN.					
TIME OVER 3,000: 15 MIN.					
TIME OVER 3,200: N/A MIN.					
TIME OVER 50,000 FT: 15 MIN.					
12. PURPOSE: OIL WEATHER AND AD LINES TEST.					
TYPED NAME AND TITLE				DATE	
[REDACTED]				TIME	
PHONE				MONTH	
[REDACTED]				YEAR	
[REDACTED]				PAGE NO.	
[REDACTED]				NO. OF PAGES	
SECURITY CLASSIFICATION				1 2	

DD FORM 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO : 1954 O-734-401



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION  
~~SECRET~~

PAGE TWO

13. SUMMARY: TAKEOFF AND CLIMB NORMAL UNDER TUNNEL. AMBER AB LIGHT  
CAME ON DURING AB LIGHT OFF. GREEN LIGHT WAS ON MOST OF THE TIME.  
CLIMBED WITH STANDARD DOOR SCHEDULE NORTH UNTIL 30,000 POUNDS OF FUEL  
REMAINING. MACH HOLD WAS GOOD FOR 15 MINUTES AT 3.02M. STARTED LEFT  
TURN IN MACH HOLD WHICH REVEALED HOLD GOOD. CIP'S MATCHED AT 15.5 AT  
100 KEAS AND 3.02M. RIGHT AFT BYPASS LIGHT BLINKED AT CRUISE. DURING  
CRUISE AT 79,000 FEET AIRCRAFT PITCH DOWN RATHER ABRUPTLY TO MAINTAIN  
MACH. MACH DROPPED TO 2.98M, THEN RECOVERED TO 3.02M. PILOT SUSPECTED  
CHANGING AIR MASS CONDITIONS. Q RAY WENT TO 85 DEGREES WITH FULL COLD.  
DESCENT TO 30,000 FEET FOR BREATHER DATA. DESCENT TO PATTERN NORMAL.  
CHUTE SLOW TO JETTISON.

END OF MESSAGE

SYMBOL

PAGE  
NR 2NR OF  
PAGES 2

SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1962

JOINT MESSAGE FORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>		22 SEP 65 22 33z	
TYPE MSG <b>ROUTINE</b>		PRIORITY <b>ROUTINE</b>	
ACTION <b>ROUTINE</b>		INFO <b>ROUTINE</b>	
1. ARTICLE 122, FLT 127, 22 SEPT 1965.		2. PILOT: [REDACTED]	
3. T.O. TIME: 1050 HRS FOR 0 HRS AND 57 MIN.		4. GROSS WEIGHT: 108,700 LBS.	
5. C.G.: 22.5 PERCENT.		6. TEMP: 63 DEGREES WIND: CALM	
7. TO DISTANCE: 5600 FT.		8. T.O. SPEED: 190 KNOTS.	
9. MAX MS: 3.0 MI.		10. MAX ALT: 74,000 FT.	
11. TIME OVER 2.0MI: 35 MIN.		TIME OVER 2.6MI: 20 MIN.	
TIME OVER 2.8MI: 10 MIN.		TIME OVER 3.0MI: 5 MIN.	
TIME OVER 3.2MI: N/A MIN.		TIME OVER 50,000FT: 35 MIN.	
12. PERSONS: 12/ LEFT ENGINE OIL CONSUMPTION.		ACTION INFO <i>Deon</i> CONTROL NO. 2402-65	
TYPED NAME AND TITLE <b>SECRET</b>		PHONE [REDACTED]	
SIGNATURE [REDACTED]		REGRADING INSTRUCTIONS	
SECURITY CLASSIFICATION <b>SECRET</b>		REGRADING INSTRUCTIONS	

DD FORM 173  
NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

• GPO: 1964 O-724-401



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION  
~~SECRET~~

FROM

PAGE TWO 4281

13. SUMMARY: LEFT ENGINE REQUIRED DOWN TRIM DURING CLIMB. CLIMB MADE NORMAL SCHEDULE. AT 2.57MN, MADE TURN EARLY DUE TO LOW FUEL. POOR ACCEL WAS NOTICEABLE IN THIS ARTICLE. CRUISED AT 3.0MN FOR 5 MINUTES, DECELERATED BY OPENING FWD DOORS, CLOSING AFT DOORS. CRUISED AT 4.86MN, 30,000FT FOR 5 MINUTES, Q BAY 45 DEGREES DESCENT AND LANDING NORMAL, CHUTE NORMAL.

END OF MESSAGE.

SYMBOL

PAGE  
NRNR OF  
PAGES

SECURITY CLASSIFICATION

INITIALS

DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1953-244744

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>				28 SEP 65 22 19z	
TYPE MSG	BOOK	MULTI	SINGLE	71101	
PRECEDENCE <b>PRIORITY</b>					
ACTION	INFO			4339	
FROM: [REDACTED]				TO: [REDACTED]	
SUBJECT: [REDACTED]				INFO: [REDACTED]	
1. ARTICLE 122, FLX 128, 28 SEPT 1965.				AL INSTRUCTIONS	
2. PILOT: [REDACTED]				1 SIGCEN	
3. T.O. TIME 1106HRS FOR 1HR AND 09MIN.				1 COMDR	
4. GROSS WEIGHT: 109,000LBS.				1 DCS	
5. C.G.: 23.1PERCENT.				1 DCO	
6. T.O. DISTANCE: 5100FT.				1 DCM	
7. T.O. SPEED: 190KNOTS.				2 R&D	
8. MAX MM: 3.04MI.					
9. MAX ALT: 80,000FT.					
10. TEMP: 58DEGREES WIND: 270DEGREES/20.					
11. TIME OVER 2.0MM: 30MIN.					
TIME OVER 2.6MM: 25MIN.					
TIME OVER 2.8MM: 20MIN.					
TIME OVER 3.0MM: 15MIN.					
TIME OVER 50,000FT: 30MIN.					
12. PURPOSE: OIL BREATHING PRESSURES, ENGINE BEARING PRESSURES.					
TYPED NAME AND TITLE		PHONE		DATE 28 TIME	
[REDACTED]		[REDACTED]		MONTH SEPT YEAR 65	
[REDACTED]		[REDACTED]		PAGE NO 1 NO OF PAGES 2	
SECURITY CLASSIFICATION		REGRADING INSTRUCTIONS		[REDACTED]	

DD FORM 173  
(NOV 63)

REPLACES EDITION OF 1 MAY 58 WHICH MAY BE USED

GPO: 1964 O-731-401

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM: PAGE TWO 4399

13. SUMMARY: TAKEOFF AND CLIMB WITH NORMAL SCHEDULE. REACHED 3,000  
AT TURN AROUND POINT. L. EGT REQUIRED TRIMMING. TURNING ON MACH  
HOLD AT 3,000, PILOT FELT THREE BUMPS IN PITCH. ACFT CLIMBED AND ROLLED  
RIGHT, DIVED AND ROLLED LEFT IN MACH HOLD. AFTER 15 MINUTES AT 3,000,  
CAME OUT OF BURNER, DESCENDED. AT 1,700, LEFT RPM REDUCED TO 6800,  
RIGHT TO 5400. LANDING AND CHUTE NORMAL.

14. COMMENTS: AT 3,000, 400KIAS, L. CIP WAS 16, R. CIP WAS 15½.  
Q RAY 6500000000.

END OF MESSAGE

SYMBOL

PAGE  
NR

2

NR OF  
PAGES

2

SECURITY CLASSIFICATION

~~SECRET~~

INITIALS

DD FORM 173-1  
1 MAY 55

★ U. S. GOVERNMENT PRINTING OFFICE: 1962-644744

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>				23 SEP 65 22 36z	
TYPE MSG		BOOK	MULTI	SINGLE	
PRECEDENCE					
ACTION		PRIORITY		DTG	
INFO		REPTIME		FROM	
TO		INFO		AFEDR WL DAT FL	
0 2-D		TO		INFO	
FILED					
<p>1. ARTICLE 122, FLT 129, 29 SEPT 1965.</p> <p>2. PILOT: [REDACTED]</p> <p>3. T.O. TIME 0825HRS FOR 1HR AND 04MIN.</p> <p>4. G.C.: 19.5PERCENT.</p> <p>5. WIND: <del>AS</del> 300DEGREES/20KNOTS      TEMP: 45DEGREES.</p> <p>6. T.O. DISTANCE: 5800FT.</p> <p>7. T.O. SPEED: 200KNOTS.</p> <p>8. MAX MW: 3.02M.</p> <p>9. MAX ALT: 80,000FT.</p> <p>10. GROSS WEIGHT: 119,700LBS.</p> <p>11. TIME OVER 2.0MN: 30MIN  TIME OVER 2.6MN: 23MIN  TIME OVER 2.8MN: 20MIN  TIME OVER 3.0MN: 15MIN  TIME OVER 50,000FT: 30MIN</p> <p>12. PURPOSE: ENGINE [REDACTED] WINDMILL BREATHER PRESSURES.</p>					
ACTION		INFO <u>DCOM</u>			
CONTROL NO.		<u>none</u>			
DATE		TIME			
MONTH		28		YEAR	
SEPT				65	
PAGE NO		1		NO. OF PAGES	
				2	
TYPED NAME AND TITLE		PHONE		TYPED NAME	
DRAFT		R		S	
E		L		E	
R		A		R	
R		S		R	
SECURITY CLASSIFICATION		REGARDING INSTRUCTIONS			

DD FORM 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO 1964 O 734-001

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

FROM

4424

13. SUMMARY: AFTER TAKEOFF, L ENGINE WAS DOWN TRIMMED FROM 84.5 DEG AND TWICE MORE BEFORE REACHING 40 DEG CIT, THEN WAS TRIMMED UP. R ENGINE DOWN TRIMMED AT 3.0 MIN. AT 1.8 MIN,  $\frac{1}{2}$  CPS PITCH OSCILLATIONS BECAME NOTED. DISENGAGED AUTO PILOT. AT 3.0 MIN, ENGAGED NEW MACH HOLD WHICH HELD 2.99 TO 3.0 MIN. AT 2.0 MIN, LEFT DOOR WENT WIDE OPEN WHEN PILOT SELECTED AUTO. ARTICLE YAWED LEFT. AT 2.2 MIN, CIP'S CAME BACK TOGETHER. AT 2.7 MIN, RIGHT INLET UNSTARTED, WAS RESTARTED OK. MAX CIP WAS 16 ON BOTH L & R. AT 3.0 MIN, DURING TURN AT NORTH, L CIP WAS  $\frac{1}{2}$  POUND LOWER. AT 3.0 MIN, 80,000 FT, 330-340 KEAS STILL IN MACH HOLD, MACH STARTED BLEEDING OFF WITH KEAS SO PILOT DIVED TO MAINTAIN MACH, WHICH BY THEN WAS DOWN TO 2.95. MACH HOLD DID NOT MAINTAIN MACH DESCENT IN DIVE, WAS BELOW 75,000 FT. PILOT CROSS CHECKED MACH 701. THEN CLIMBED BACK UP TO 80,000 FT. OPENED RIGHT BYPASS AND SHUT DOWN RIGHT ENGINE. PICKED UP POINTS BETWEEN 310 AND 400 KEAS DOWN TO 30,000 FT. L ENGINE WAS MAX AB WITH FWD BYPASS OPEN, AFT CLOSED. AT 310 KEAS, EGT DROPPED TO 750 DEG, 6800 RPM, ACCELERATED TO 400 KEAS, AT 30,000 FT, EGT WENT TO 860 DEG AND ENRICHED. LANDING NORMAL, CHUTE SLOW TO JETTISON.

14. COMMENTS: PITCH ROLL COUPLING NOTED IN MACH HOLD.  
RIGHT AB LOOKED DRY AFTER ENGINE SHUT DOWN.  
LEFT ENGINE EGT TOO LOW AT 30,000 FT, 310 KEAS.

END

OF

MESSAGE

SYMBOL

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NRNR OF  
PAGES

SECURITY CLASSIFICATION

DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1963-644744



JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>					
TYPE MSG	BOOK	MULTI	SINGLE		
PRECEDENCE					
ACTION		PRIORITY			
INFO		ROUTINE			
FROM		TO		INFO	
OXCART		FINEST			
<p>1. ARTICLE <u>122</u> , <u>PLT 130</u> , 1 OCT 1965.</p> <p>2. PILOT <u>[REDACTED]</u></p> <p>3. T.O. TIME: <u>1215</u> HRS FOR <u>0</u> HRS AND <u>56</u> MIN.</p> <p>4. GROSS WEIGHT: <u>109,000</u> LBS.</p> <p>5. C.G.: <u>22.6</u> PERCENT.</p> <p>6. T.O. DISTANCE: <u>5800</u> FT.</p> <p>7. T.O. SPEED: <u>190</u> KNOTS.</p> <p>8. TEMP: <u>71</u> DEGREES WIND <u>CALM</u></p> <p>9. MAX MN: <u>3.02</u> MIN.</p> <p>10. MAX ALT: <u>78,000</u> FT. EGT TRIM: <u>806DEG LEFT-806DEG RIGHT</u></p> <p>11. TIME OVER 2.0MN: <u>30</u> MIN.</p> <p>TIME OVER 2.6MN: <u>25</u> MIN.</p> <p>TIME OVER 2.8MN: <u>15</u> MIN.</p> <p>TIME OVER 3.0MN: <u>7</u> MIN.</p> <p>TIME OVER 3.2MN: <u>N/A</u> MIN.</p> <p>TIME OVER 50,000FT: <u>30</u> MIN.</p> <p>12. PURPOSE: <u>POT FOLLOWING LEFT ENGINE CHANGE</u></p>					
TYPED NAME AND TITLE		PHONE		SIGNATURE	
DRAFTER		RELEASER		TYPED	
SECURITY CLASSIFICATION		REGRADING INSTRUCTIONS			
<p>SPECIAL INSTRUCTIONS</p> <p>1 SIGCEN</p> <p>1 COMDR</p> <p>1 DCS</p> <p>1 DCO</p> <p>1 DCM</p> <p>2 R&amp;D</p>					
DATE		TIME			
MONTH		YEAR			
OCT		65			
PAGE NO.		NO. OF PAGES			
1		2			

DD FORM 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM

PAGE TWO 4502

13. SUMMARY: AFTER THROTTLE CHOPS AND BURSTS, A NORMAL AB TAKEOFF AND CLIMB WAS MADE. SLIGHT ROUGHNESS NOTED AT 2.8MN TO 2.9MN. HELD 400 KEAS TO 70,000 FEET. ALL ENGINES INSTRUMENTS MATCHED WELL. ON DECEL AT 370 KEAS 1.8MN, THE RIGHT ENGINE (INSTUMENTED TEST ENGINE) WENT INTO A STALL AND WOULD NOT CLEAR. INLET AND ENGINE WERE IN DEEP STALL AND WERE SHUT DOWN. AT 1.4MN A RESTART WAS ATTEMPTED, BUT FAILED. EARTH ELECTED THAT RETURN TO BASE ON ONE ENGINE. LANDING AND CHUTE ~~WENT~~ SATISFACTORY AND

14. COMMENTS: P-51 PERSONNEL WILL RUN CHECKOUT ENGINE TO DETERMINE CAUSE.

END OF MESSAGE

SYMBOL

PAGE  
NRNR OF  
PAGES

SECURITY CLASSIFICATION

DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1955

## JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

## SECURITY CLASSIFICATION

SECRET

TYPE MSG

BOOKS MULTI SINGLE

5 OCT 65 22 46Z

ACTION

PRECEDENCE

INFO

PRIORITY

ROUTINE

DTG

71258

## SPECIAL INSTRUCTIONS

1 SIGCEN

1 COMDR

1 DCS

1 DCO

1 DCM

2 R&amp;D

1. ACFT 122, FLT 131, 5 OCT 1965.

2. PILOT:

3. T.O. TIME: 1157HRS FOR 46MIN.

4. GROSS WT: 109,000LBS.

5. C.G.: 23 PERCENT.

6. TEMP: 65DEGREES WIND: CALM.

7. T.O. DISTANCE: 5700FT.

8. T.O. SPEED: 190KNOTS.

9. MAX NM: 32.NM.

10. MAX ALT: 81,000FT.

11. TIME OVER 2.0NM: 27MIN.

TIME OVER 2.6NM: 22MIN.

TIME OVER 3.0NM: 18MIN.

TIME OVER 3.2NM: 15MIN.

TIME OVER 50,000FT: 27MIN.

12. PURPOSE: NR. 3 HEARING CLEARANCE OIL CONSUMPTION, AB LIMER

VIBRATION, WHEELING ENGINE

PHONE

R

SIC

TYP

REGA

SECURITY CLASSIFICATION

DD FORM 173

1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO : 1964 O-731-001

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM

PAGE TWO

4555

13. SUMMARY: TAKEOFF AND CLIMB USING STANDARD ACCEL SCHEDULE. DURING CLIMB L. EGT WOULD NOT TRIM UP ABOVE 760 DEGREES. CRUISED AT 3.2MM FOR 15 MINUTES. OPENED FWD BYPASS DOORS, RIGHT AFT BYPASS DOORS AND SHUT DOWN RIGHT ENGINE AT 3.05MM, 370 KEAS, RIGHT INLET UNSTARTED IN DESCENT AND RESTARTED AT 1.4MM. ROLL SAS KICKED OFF DURING DESCENT. LANDING AND CHUTE NORMAL.

14. PILOT COMMENTS: COMPASS STEERING NEEDLE READ 279 DEGREES DURING TURN WHEN ARTICLE WAS FLYING APPROX 90 DEGREES. CIP'S WERE 17½ AT 3.2MM, 390 KEAS.

END OF MESSAGE

SYMBOL

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NRNR OF  
PAGES

SECURITY CLASSIFICATION

DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE:

## RESERVED FOR COMMUNICATION CENTER

DD FORM 173  
1 NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

© GPO 1965—741:932



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION  
~~SECRET~~

FROM

4669

PAGE TWO

804 DEGREES ON RIGHT. TAKEOFF AND CLIMB NORMAL. MACH HOLD USED AT CRUISE FOR 20 MINUTES, WAS VERY SMOOTH, ALTHOUGH DURING STRONG PITCH CORRECTIONS UP, AIRCRAFT ROLLED LEFT AS HE HAS BEEN NOTED BEFORE. NEW INTERNAL PROSTY CONTROL WAS NOT TRIMMED DURING FLT. DESCENT AND LANDING NORMAL, CHUTE NORMAL.

END OF MESSAGE

SYMBOL

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NRNR OF  
PAGES

SECURITY CLASSIFICATION

INITIALS

DD FORM 173-1  
MAY 55

★ U. S. GOVERNMENT PRINTING OFFICE: 1955-644744

JOINT MESSAGE FORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>		13 OCT 65 1936Z	
TYPE MSG	BOOK	MULTI	SINGLE
PRECEDENCE			
ACTION <b>PRIORITY</b>		70113	
INFO <b>ROUTINE</b>		[REDACTED]	
FROM: [REDACTED]		SPECIAL INSTRUCTIONS	
TO: [REDACTED] INFO [REDACTED]		1-SIGCEN 1-COMDR 1-DCO 1-DCM 1-R&D 1-DCS 1-COL HARTLEY	
[REDACTED] FLTEST OPS [REDACTED]		ACTION [REDACTED] INFO [REDACTED] CONTROL NO. [REDACTED]	
<p>1. ARTICLE 122 MADE FLIGHT 133, 12 OCT 65, PILOT [REDACTED] TAKE OFF AT 1601 FOR 1 HOUR AND 03 MINUTES. GROSS WT 109,200 LBS, C.G. 22.9 PERCENT, TAKE OFF DISTANCE 5700 FEET, TAKE OFF SPEED 188 KNOTS, TEMP 88 DEGREES, WIND CALM, MAX SPEED 3.2 MACH, MAX ALT 81,000 FT, TIME OVER 2.0M 17 MIN, TIME OVER 2.6M 12 MIN, TIME OVER 2.8M 10 MIN, TIME OVER 3.0M 8 MIN, TIME OVER 3.2M 5 MIN, time OVER 50,000 FT 17 MINUTES. PURPOSE MAIN FUEL CONTROL TEST.</p> <p>2. TAKE OFF AND CLIMB NORMAL TO 3.0 MACH. DECEL TO 2.2 MACH. REACCELERATED TO 3.2 MACH AND CRUISED FOR 4 MINUTES. DURING SECOND ACCELERATION [REDACTED] NOTED A SLIGHT YAWING WHICH HE FELT WAS LEFT FWD DOOR OSCILLATING. DESCENT NORMAL, LANDING AND CHUTE NORMAL.</p> <p>[REDACTED] OSCILLOGRAPH RECORD INDICATED LEFT SPIKE WAS OSCILLATING DURING ACCELERATION.</p> <p style="text-align: center;">END OF MESSAGE</p>			
DATE 13		TIME 1030	
MONTH OCT		YEAR 65	
PAGE NO 1		NO. OF PAGES 1	
TYPED NAME AND TITLE		PHONE	
[REDACTED]		[REDACTED]	
SECURITY CLASSIFICATION		P-1	
<b>SECRET</b>		[REDACTED]	

DD FORM 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER													
14 OCT 65 19 44z																	
71443																	
SECURITY CLASSIFICATION																	
<b>SECRET</b>																	
TYPE MSG		BOOK	MULTI	SINGLE													
PRECEDENCE																	
ACTION		PRIORITY															
INFO		ROUTINE															
FROM		39		SPECIAL INSTRUCTIONS													
TO: <i>404</i>		INFO: <i>WILMT AFRDR EST</i>		1 SIGCEN													
404 R&D		INFO: <i>FLTEST</i>		1 COMDR													
<ol style="list-style-type: none"> <li>1. ARTICLE 122, FLT 134, 13 OCT 1965.</li> <li>2. PILOT: <span style="border: 1px solid black; display: inline-block; width: 50px; height: 1.2em; vertical-align: middle;"></span></li> <li>3. T.O. TIME 1654 HOURS FOR 55 MINUTES.</li> <li>4. GROSS WEIGHT: 113,000 POUNDS.</li> <li>5. C.G.: 22.3 PERCENT.</li> <li>6. TEMP: 79 DEGREES WIND: 180/10</li> <li>7. T.O. DISTANCE: 6300 FEET.</li> <li>8. T.O. SPEED: 190 KNOTS.</li> <li>9. MAX MN: 3.2MN.</li> <li>10. MAX ALT: 81,000 FEET</li> <li>11. TIME OVER 2.0MN: 14MIN  TIME OVER 2.6MN: 09MIN  TIME OVER 2.8MN: 07MIN  TIME OVER 3.0MN: 05MIN  TIME OVER 3.2MN: 02MIN  TIME OVER 50,000FT: 16MIN</li> <li>12. PURPOSE: EXPAND AIRSTART ENVELOPE.</li> </ol>				1 DCS													
				1 DCO													
				1 DCM													
				2 R&D													
				<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>DATE</td> <td>TIME</td> </tr> <tr> <td>14</td> <td></td> </tr> <tr> <td>MONTH</td> <td>YEAR</td> </tr> <tr> <td>OCT</td> <td>65</td> </tr> <tr> <td>PAGE NO.</td> <td>NO. OF PAGES</td> </tr> <tr> <td>1</td> <td>2</td> </tr> </table>		DATE	TIME	14		MONTH	YEAR	OCT	65	PAGE NO.	NO. OF PAGES	1	2
						DATE	TIME										
						14											
						MONTH	YEAR										
				OCT	65												
				PAGE NO.	NO. OF PAGES												
1	2																
DRAFTER		RELEASES															
SECURITY CLASSIFICATION		R															

DD FORM 173  
1 NOV. 63

REPLACES EDITION OF 1 M

JOINT MESSAGEFORM - CONTINUATION SHEET		SECURITY CLASSIFICATION	
FROM: PAEG TWO 3 4739			
<p>13. SUMMARY: TAKE OFF NORMAL. 400 KEAS CLIMB SCHEDULE TO 3.2MM USING STANDARD DOOR AND SPIKE SCHEDULE. SHUT DOWN <del>NEEK</del> RIGHT ENGINE AT 3.2MM. CONFIGURATION SPIKES AUTO, FWD DOORS OPEN, AFT DOORS CLOSED. SUCCESSFUL AIRSTARTS AT 350 KEAS, AT 80,000 FEET, 70,000 FEET, 60,000 FEET, 50,000 FEET, 40,000 FEET. ARTICLE THEN SLOWER TO 0.8MM, 35,000 FEET, 360 KEAS, MADE A SUCCESSFUL AIRSTART. UNSUCCESSFUL <del>FEEL</del> ATTEMPTS MADE AT 0.8MM AND 35,000 FEET, 30,000 FEET, 25,000 FEET. MADE THREE MORE UNSUCCESSFUL ATTEMPTS DOWN TO 10,000 FEET. ONE FINAL ATTEMPT AT 10,000 FEET, 400 KEAS WAS SUCCESSFUL. PILOT LEFT THROTTLE OPEN FOR APPROX ONE MINUTE BEFORE LIGHTING ENGINE. LANDING AND CHUTE NORMAL.</p> <p>14. COMMENTS: PILOT NOTED ROUGHNESS DURING WINDMILL OPERATION.</p> <p style="text-align: center;">END OF MESSAGE</p>			
SYMBOL	PAGE NR	NR OF PAGES	SECURITY CLASSIFICATION
			INITIALS

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION					
SECRET					
TYPE MESSAGE		BOOK	MULTI	SINGLE	
PRECEDENCE					
ACTION PRIORITY					
INFO ROUTINE					
FROM		DTG		SPECIAL INSTRUCTIONS	
TO: R+D HQS		INFO		1 SIGCEN	
FLTEST		WORKING ORDER FILE		1 COMDR	
1. ARTICLE 122, FLT 136, DATE 19 OCT 1965				1 DCS	
2. PILOT:				1 DCO	
3. T.O. TIME: 1516 FOR 1 HRS AND 02 MIN.				1 DCM	
4. GROSS WEIGHT: 114,000 LBS.				2 R&D	
5. TEMP: 71 DEGREES WIND: CALM					
6. C.G.: 22.7 PERCENT					
7. T.O. DISTANCE: 6100 FT.					
8. T.O. SPEED: 195 KNOTS.					
9. MAX MN: 3.23 MN.					
10. MAX ALT: 82,000 FT.					
11. TIME OVER 2.0MN: 40 MIN.					
TIME OVER 2.6MN: 30 MIN.					
TIME OVER 2.8MN: 20 MIN.					
TIME OVER 3.0MN: 10 MIN.					
TIME OVER 3.2MN: 3 MIN.					
TIME OVER 50,000FT: 40 MIN.					
12. PURPOSE: MAIN FUEL CONTROL PERFORMANCE					
DRAFTER	TYPED NAME AND TITLE	PHONE	SIGNATURE		
			TYPED NAME		
SECURITY CLASSIFICATION			REGRADING INSTRUCTIONS		

DD FORM 173  
1 NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

☆ GPO 12-333



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION  
~~SECRET~~

FROM:

PAGE TWO

6875

13. SUMMARY: AFTER NORMAL TAKEOFF, AT 2.04N, WENT TO AUTO DOORS. ARTICLE STARTED TO YAW LEFT AND REQUIRED THREE DEGREE RIGHT RUDDER TO TRIM. LEFT CIP LOWER THAN RIGHT. DURING ACCEL FROM 2.28N TO 3.28N AT 350 KEAS, BOTH HOT'S WENT TO 845 DEGREES AND REQUIRED DOWN TRIM. THEN AT 400 KEAS BOTH WENT DOWN TO 745 DEGREES REQUIRING UP TRIM. DURING SECOND ACCEL WITH AFT DOORS IN B POSITION AND FWD MANUALLY CLOSED, THE CIP'S WERE MATCHED. MACH HOLD WAS JERKY, BRAKES GRABBY, INS WAS GOOD, Q BAY WAS 80 DEGREES F. PERFORMANCE SEEMED VERY GOOD AT MIN AB, 3.28N, 82,000 FEET, 318 KEAS. LANDING AND CHUTE NORMAL.

END OF MESSAGE

SYMBOL

PAGE  
NR

2

NR OF  
PAGES

2

SECURITY CLASSIFICATION

~~SECRET~~

INITIALS

DD FORM 173-1  
1 MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1962-044744

JOINT MESSAGEFORM				RESERVED FOR COMBINATION CENTER	
SECURITY CLASSIFICATION				21 OCT 65 17 25z	
<del>SECRET</del>					
TYPE MSG	BOOK	MULTI	SINGLE		
PRECEDENCE					
ACTION				71503	
INFO					
PRIORITY					
ROUTINE					
TO				DTG	
FROM				6506	
SUBJECT				INFO	
FILETEST				HAA	
1. ARTICLE 122, FLT 137, DATE 20 OCT 1965				HAA	
2. PILOT:				INFO	
3. T.O. TIME: 1525 HRS FOR 1 HRS AND 21 MIN.				HAA	
4. GROSS WEIGHT: 113,700 LBS.				HAA	
5. TEMP: 70 DEGREES WIND: 050/14				HAA	
6. C.G.: 22.4 PERCENT.				HAA	
7. T.O. DISTANCE: 7000 FEET.				HAA	
8. T.O. SPEED: 210 KNOTS.				HAA	
9. MAX IN: 3.08 MIN.				HAA	
10. MAX ALT: 77,000 FEET.				HAA	
11. TIME OVER 2.0MN: 23 MIN.				HAA	
TIME OVER 2.6MN: 16 MIN.				HAA	
TIME OVER 2.8MN: 10 MIN.				HAA	
TIME OVER 3.0MN: 5 MIN.				HAA	
TIME OVER 3.2MN: N/A MIN.				HAA	
TIME OVER 50,000FT: 23 MIN.				HAA	
12. PURPOSE: SINGLE ENGINE PERFORMANCE, ATR STARTS.				HAA	
DRAFTER				RELEASER	
TYPED NAME AND TITLE				TYPED NAME AND TITLE	
SECURITY CLASSIFICATION				REGRADING INSTRUCTIONS	
DD FORM 173					

SPECIAL INSTRUCTIONS

1 SIGCEN

1 COMUS

1 DCS

1 DCO

1 DCM

2 R&D

DATE	TIME
21	
MONTH	YEAR
OCT	65
PAGE NO.	NO. OF PAGES
1	2

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION  
~~SECRET~~

FROM

PAGE TWO

4886

13. SUMMARY: ENGINE TRIM NORMAL. TAKEOFF NORMAL, 400 KEAS CLIMB SCHEDULE USED. ONE DEGREE RIGHT ROLL TRIM USED. BREAKOUT FORCE HIGHER RIGHT LATERAL THAN LEFT. AT 2.0MN, WENT TO AUTO ON FWD DOORS AND NOTICED A ONE HALF TO THREE FOURTHS POUND DISPARITY IN CIP. TRIMMED BOTH ENGINES FREQUENTLY. AT 2.99MN, NOTED THAT APT BYPASS WAS STILL AT B POSITION, SO CLOSED APT. STABILIZED AT 375 KEAS, 3.05MN FOR SPEED POWER POINT. CLIMBED TO 350 KEAS, 3.05MN. TRIMMED FIVE DEGREES RIGHT AND CUT OFF RIGHT ENGINE. RODE 359 KEAS ON WAY DOWN. READOUT RPMS. AT 2.63MN, UNSTARTED AND HIT RE-START SWITCHES. ROUGH RIDE DOWN TO 1.5MN. AT 1.4MN, OPENED DOORS, SMOOTH AT 38,000 FEET. WITH 13,000 POUNDS FUEL AND 300 MILES OUT OBTAINED SINGLE ENGINE DATA. FLEW 300 KEAS, 32,000 FEET, SLOWED DOWN TO 260 KEAS, MADE AN AIRSTART, THROTTLE WAS TWO THIRDS OF WAY BETWEEN IDLE AND MIL. EGT CAME UP SLOWLY, SO ~~REENGINE~~ NURSED UP TO SPEED WITH NO PROBLEM. BROUGHT BOTH ENGINES TO MILITARY. TRANSFERRED FUEL FWD FOR LANDING. LANDING AND CHUTE NORMAL.

END OF MESSAGE

SYMBOL

PAGE  
NR 2NR OF  
PAGES 2SECURITY CLASSIFICATION  
~~SECRET~~

INITIALS

DD FORM 1 MAY 55 173-1

U. S. GOVERNMENT PRINTING OFFICE: 1953-544744

## JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION

~~SECRET~~

TYPE MSG

BOOK

MULTI

SINGLE

19 OCT 65 16 47Z

71538

PRECEDENCE

ACTION

PRIORITY

INFO

ROUTINE

DTG

FROM

HDS

1931

INFORM AERDR FTS

INFO

SPECIAL INSTRUCTIONS

1 SIGCEN

1 COMDR

1 DCS

① DCO

1 DCM

2 RAD

1. ARTICLE 122, FLT 135, DATE 18 OCT 1965.

2. PILOT: [REDACTED]

3. T.O. TIME: 1443 HRS FOR 1 HRS AND 45 MIN.

4. GROSS WEIGHT: 94,600 LBS.

5. TEMP: 67 DEGREES WIND CALM.

6. C.G.: 23 PERCENT.

7. T.O. DISTANCE: 6500 FT.

8. T.O. SPEED: 190 KNOTS.

9. MAX MN: 0.95 MN.

10. MAX ALT: 32,000 FT.

11. TIME OVER 2.0MN: N/A MIN.

TIME OVER 2.6MN: N/A MIN.

TIME OVER 2.8MN: N/A MIN.

TIME OVER 3.0MN: N/A MIN.

TIME OVER 3.2MN: N/A MIN.

TIME OVER 50,000FT: N/A MIN.

12. PURPOSE: SINGLE ENGINE REFUELING.

DRAFTER

TYPED NAME AND TITLE

PHONE

RELEASER

TYPED [REDACTED]

SECURITY CLASSIFICATION

REGRADING INSTRUCTIONS

DD FORM 173

1 NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

701-933

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM:

PAGE TWO

4231

13. SUMMARY: TAKEOFF AND CLIMB TO 30,000 FEET NORMAL. SHUT RIGHT ENGINE DOWN, HAD TO OPEN RIGHT FWD DOORS DUE TO ROUGHNESS, DESCENDED TO 20,000 FEET SINGLE ENGINE. CLIMBED BACK TO 30,000 FEET. PICKED UP 26,000 POUNDS OF FUEL FROM TANKER. POWER LEVER WAS MIN-AB AT START OF REFUELING. PULL AB AT END AB. HAD TO TORAGGON DURING THIS REFUELING. DESCENDED TO 15,000 FEET AND 27,000 POUNDS OF FUEL. HOOKED UP WITH TANKER IN MIL POWER AND PICKED UP 2,000 POUNDS OF FUEL. ATTEMPTED A RELITE AT 16,000 FEET, 360 KEAS, 1,700 RPM. AFTER ONE MINUTE OBTAINED AN EXPLOSIVE RELITE. OIL PRESSURE WENT TO 50 POUNDS IMMEDIATELY. LEFT ENGINE WAS TRIMMED TO 805 DEGREES PRIOR TO REFUELING. DESCENT AND LANDING NORMAL, CHUTE NORMAL.

14. PILOT COMMENTS: NO PROBLEM WITH SINGLE ENGINE REFUELING. SLIGHTLY MORE ROCKING WITH POWER CHANGES DURING REFUELING. YAW MONITOR LIGHT CAME ON ONCE DURING SINGLE ENGINE OPERATION BUT WENT OUT OK.

END OF MESSAGE

SYMBOL

PAGE  
NR

2

NR OF  
PAGES

2

SECURITY CLASSIFICATION

~~SECRET~~

INITIALS

DD FORM 173-1  
MAY 55

☆ U. S. GOVERNMENT PRINTING OFFICE: 1962-644744

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATIONS CENTER	
SECURITY CLASSIFICATION				<div style="font-size: 1.2em; font-weight: bold;">22 Oct 65 22 31z</div> <div style="font-size: 1.2em; font-weight: bold;">71646</div>	
SECRET					
TYPE MSG	BOOK	MULTI	SINGLE		
PRECEDENCE					
ACTION				DTG	
PRIORITY					
INFO				ROUTINE	
FROM				TO	
0 R+D				INFO	
FLTEST				W2.PAT. AFRL FTC	
<ol style="list-style-type: none"> <li>1. ARTICLE <u>122</u>, FLT <u>138</u>, DATE <u>22 OCT 1965</u></li> <li>2. PILOT: <u>                    </u></li> <li>3. T.O. TIME: <u>1016</u> HRS FOR <u>1</u> HRS AND <u>13</u> MIN.</li> <li>4. GROSS WEIGHT: <u>114,000</u> LBS.</li> <li>5. TEMP: <u>49</u> DEGREES WIND: <u>CALM</u></li> <li>6. C.O.: <u>22.5</u> PERCENT.</li> <li>7. T.O. DISTANCE: <u>5900</u> FT.</li> <li>8. T.O. SPEED: <u>195</u> KNOTS.</li> <li>9. MAX MN: <u>3.07</u> MI.</li> <li>10. MAX ALT: <u>76,000</u> FT.</li> <li>11. TIME OVER 2.0MN: <u>40</u> MIN.</li> <li style="padding-left: 20px;">TIME OVER 2.6MN: <u>20</u> MIN.</li> <li style="padding-left: 20px;">TIME OVER 2.8MN: <u>15</u> MIN.</li> <li style="padding-left: 20px;">TIME OVER 3.0MN: <u>5</u> MIN.</li> <li style="padding-left: 20px;">TIME OVER 3.2MN: <u>N/A</u> MIN.</li> <li style="padding-left: 20px;">TIME OVER 50,000FT: <u>40</u> MIN.</li> <li>12. PURPOSE: SINGLE ENGINE PERFORMANCE</li> </ol>					
TYPED NAME AND TITLE				PHONE	
DRAFT				RELEASE	
SECURITY CLASSIFICATION				REGRADING INSTRUCTIONS	
DATE				TIME	
MONTH				YEAR	
OCT				65	
PAGE NO.				NO. OF PAGES	
1				2	

DD FORM 173  
1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.



FROM

PAGE TWO

4939

13. SUMMARY: BEFORE TAKEOFF, REQUIRED TO TRIM BOTH ENGINES DOWN RADICALLY. FELT THEY WOULD HAVE REACHED 900 DEGREES. AFTER REACHING 3.05MH, STABILIZED FLT, RIGHT ENGINE WAS SHUT DOWN WITH SPIKE AUTO. FWD AND AFT DOORS OPEN. HOLDING 400 KEAS, HE STARTED DESCENDING AT MAX AB ON THE LEFT ENGINE. DUE TO UNSTARTS ON THE RIGHT SIDE WITH ENGINE OFF HE WAS GETTING LARGE YAW OSCILLATIONS. IN ORDER TO STOP THIS HE PUT AFT DOORS TO POSITION B. ACFT CONTINUED DOWN FINALLY STABILIZING AT 22,000 FEET, 400 KEAS, .91MH, MAX AB. ACFT THEN WAS ALLOWED TO CLIMB AT REDUCING MACH AND KEAS AND REACHED 32,000 FEET, 300 KEAS AND APPROX .85MH. HE THEN HELD ACFT AT 30,000 FEET, .85MH AND .85MH FOR CRUISE DATA. ACFT HAD UHF FAILURE. MADE NORMAL LANDING.

END OF MESSAGE

SYMBOL

PAGE  
NR

2

NR OF  
PAGES

2

SECURITY CLASSIFICATION

~~SECRET~~DD FORM 173-1  
1 MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1955

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>				10 NOV 65 21 59z	
TYPE MSG		BOOK		MULTI SINGLE	
PRECEDENCE					
ACTION		PRIORITY			
INFO		ROUTINE			
FROM		DTG		SPECIAL INSTRUCTIONS	
TO		5312		1 SIGCEN	
INFO		WR. DAT. AFCDL ETC		1 COMDR	
FLTEST		0 R+0		1 DCS	
1. ARTICLE 122, FLT 139, 10 NOVEMBER 1965.		2. PILOT:		1 DCM	
3. T.O. TIME: 0951 HRS FOR 1 HR AND 05 MIN.		4. GROSS WEIGHT: 110,400 POUNDS.		2 R&D	
5. C.G.: 22.3 PERCENT.		6. TEMP: 40 DEGREES WIND: CALM		1 DCM	
7. T.O. DISTANCE: 6200 FEET.		8. T.O. SPEED: 198 KNOTS.		2 R&D	
9. MAX ME: 3.05 ME.		10. MAX ALT: 78,000 FEET.		1 DCM	
11. TIME HIGH OVER 2.0MN: 30 MIN.		TIME OVER 2.6MN: 25 MIN.		2 R&D	
TIME OVER 2.8MN: 22 MIN.		TIME OVER 3.0MN: 15 MIN.		1 DCM	
TIME OVER 50,000FT: 32 MIN.		12. PURPOSE: R.H. NOZZLE INSTABILITY INVESTIGATION.		2 R&D	
TYPED NAME AND TITLE		PHONE		DATE	
DRAFTER		RELEASE		TIME	
SECURITY CLASSIFICATION		REGRADING INSTRUCTIONS		MONTH	
DD FORM 173		REPLACES EDITION OF 1 MAY 58 WHICH MAY BE USED.		YEAR	
1 NOV. 63		761-933		NOV 65	
PAGE NO.		NO. OF PAGES		2	

FROM:

PAGE TWO - 5312

13. SUMMARY: TAKEOFF NORMAL. TEN MINUTES AFTER TAKEOFF, MAG COMPASS WAS 45 DEGREES OFF. PILOT SYNCHED. AT 1.7MN WENT TO FIFTY PERCENT ON AFT DOORS. AT 2.0MN WENT TO AUTO ON FORWARD DOORS. ACCELED TO 3.0MN IN THIS CONFIGURATION. INLETS MATCHED AND SMOOTH. MADE TURN TO SOUTH 50 NORTH OF  COMPASS CK. MACH HOLD HELD WITHIN PLUS OR MINUS 0.02 MN IN CRUISE, BUT DID NOT HOLD WITH MORE THAN 20 DEGREES BANK ~~W. TEMP.~~ RIGHT SIDE REQUIRED EXCESSIVE TRIMMING DURING ACCEL  AND DECEL. DESCENT NORMAL, LANDING NORMAL. CHUTE WAS SLOW TO JETTISON. DURING TAXI IN LEFT BRAKES EXK PULLED AND CHATTERED.

14. COMMENTS: THIS FLT WAS MADE TO VERIFY NOZZLE INSTABILITY NOTED IN ACFT 130.

END OF MESSAGE

SYMBOL

PAGE  
NRNR OF  
PAGES

SECURITY CLASSIFICATION

JOINT MESSAGE		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION		20 Nov 65 07 56z	
SECRET		72243	
TYPE MSG	BOOK	MULTI	SINGLE
PRIORITY			
ACTION	ROUTINE		
INFO	DTG		
FROM	UQS 5531 W. DAT. AERDR FTC		
TO	INFO: [REDACTED]		
0 R-D	FLTEST		
SPECIAL INSTRUCTIONS			
1 SIGCEN			
1 COMDR			
1 DCS			
1 DCD			
1 DCM			
2 R&D			
1. ARTICLE: 122, FLT: 140, 19 NOV 65. 2. PILOT: [REDACTED] 3. T.O. TIME: 1536 HOURS FOR 159 MINUTES. 4. GROSS WEIGHT: 114,000 POUNDS 5. C.G.: 22.3 PERCENT. 6. TEMP: 53 DEGREES WIND: CALM. 7. T.O. DISTANCE: 6400 FT T.O. SPEED: 190 KNOTS. 8. MAX MN: 3.02 MN MAX ALT: 76,000 FT. 9. TIME OVER 2.0MN: 25 MIN; TIME OVER 2.6MN: 15 MIN; TIME OVER 2.8MN: 10 MIN; TIME OVER 3.0MN: 6 MIN; TIME OVER 50,000 FT: 25 MIN. 10. PURPOSE: RIGHT ENGINE NOZZLE INSTABILITY; LEFT ENGINE OIL CONSUMPTION. 11. SUMMARY: ENGINE TRIM NORMAL. CRUISED AT 29,000 FEET PRIOR TO CLIMB. AT 1.7 MACH OPENED AFT DOORS 50 PERCENT AT 2.0 MACH			
ACTION		INFO: [REDACTED]	
CONTROL NO.		[REDACTED]	
TIME		20 0640Z	
MONTH		NOV	
YEAR		65	
PAGE NO.		1	
NO. OF PAGES		2	
DRAFTER	TYPED NAME AND TITLE	PHONE	[REDACTED]
RELEASER	TYPED NAME AND TITLE	[REDACTED]	[REDACTED]
SECURITY CLASSIFICATION		REGRADING INSTRUCTIONS	
SECRET		[REDACTED]	
OUT		[REDACTED]	

DD FORM 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

11-988

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM:

15301

WENT AUTO ON FWD DOORS. CLOSED AFT AT 2.8 MACH. NOTED  
ROUGHNESS AT 2.45 MACH. NO HYDRO FLUCTUATIONS NOTED.  
MADE TURN AT 260 KEAS AND 3.2 MACH. DECELED. ACCELED  
AGAIN. AT 1.7 MACH WENT TO BE POSITION AFT DOORS. AT 2.5 MACH  
MOMENTARY UNSTART CAUSED BY LEFT FWD BYPASS DOOR SWITCH. OPENED  
FWDs THEN TO AUTO AND ACCELERATED OUT O.K. DECELERATED AGAIN.  
LANDING CHUTE NORMAL.  
COMMENT: MUCH EGT TRIMMING REQUIRED DURING FLT.

--- END OF MSG ---

SYMBOL

PAGE  
NRNR OF  
PAGES

SECURITY CLASSIFICATION

~~SECRET~~

INITIALS

DD FORM 173-1  
MAY 55

★ U. S. GOVERNMENT PRINTING OFFICE: 1962-644744

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER			
SECURITY CLASSIFICATION				30 Nov 65 17 54z			
<b>SECRET</b>				72379			
TYPE		BOOK		MULTI		SINGLE	
PRECEDENCE		ACTION		PRIORITY		INFO	
ROUTINE		ROUTINE		ROUTINE		ROUTINE	
FROM				DTG			
TO				5065			
INFO				WR/PAT AERDR ETC			
FLTEST				SPECIAL INSTRUCTIONS			
1. ARTICLE 122, FLT 144, 29 NOV 1965.				1 SIGCEN			
2. PILOT:				1 CUNDR			
3. T.O. TIME: 1516 HOURS FOR 1 HR AND 21 MIN.				1 DGS			
4. GROSS WEIGHT: 121,600 POUNDS.				1 DCO			
5. C. G.: 19.8 PERCENT.				1 DCM			
6. TEMP: 47 DEGREES WIND: 210/08.				2 R&D			
7. T.O. DISTANCE: 6800 FEET.							
8. T.O. SPEED: 195 KNOTS.							
9. MAX MN: 0.88MN.							
10. MAX ALT: 32,000 FEET.							
11. PURPOSE: OIL CONSUMPTION L/H ENGINE, NOZZLE INSTABILITY, R/H ENGINE.							
12. SUMMARY: TAKEOFF AND CLIMB NORMAL. PILOT RECORDED DATA BETWEEN							
28,000 AND 30,000 FEET, AND 0.75MN TO 0.80MN. TDY STUCK AT 1.7MN							
FOR TWENTY MINUTES THEN CAME BACK TO NORMAL, THEN STUCK AGAIN FOR							
REMAINDER OF FLT. LANDING AND CHUTE NORMAL.							
13. COMMENTS: TDY CHECKED ON GROUND, PERFORMED OK. SO ADC WILL							
BE CHECKED.							
TYPED NAME AND TITLE		PHONE		SIGNATURE		DATE	
END OF MESSAGE		MESSAGE		TYPED		TIME	
SECURITY CLASSIFICATION		REGRADING INSTRUCTIONS		PAGE NO.		NO. OF PAGES	
DD FORM 173		REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.		30		65	
1 NOV 65		GPO 1965-761-933		NOV		1	



JOINT MESSAGE FORM		RESERVED FOR COMMUNICATION CENTER	
<b><del>SECRET</del></b>		3 DEC 65 0111z	
SECURITY CLASSIFICATION			
<b><del>SECRET</del></b>			
TYPE MESSAGE			
PRECEDENCE		7246	
ACTION	PRIORITY	DTG	
INFO	ROUTINE	48	
SPECIAL INSTRUCTIONS		1-SIGCEN 1-COMDR 1-DCO 1-DCM 1-DCS	
FLTEST		WILLOW AIRBOR FTR	
1. ARTICLE 122 ,FLT 142		ACTION	
2. PILOT		INFO DCOM	
3. T.O. TIME: 1001 HRS FOR 2 HRS AND 40 MIN.		CONTROL NO. none	
4. GROSS WEIGHT: 121,550 LBS.			
5. C.G.: 19.8 PERCENT.			
6. TEMP: 35 DEGREES WIND: CALM			
7. T.O. DISTANCE: 6200 FEET.			
8. T.O. SPEED: 195 KNOTS.			
9. MAX MN: 3.13 MN.			
10. MAX ALT: 79,000 FEET.			
11. TIME OVER 2.0MN: 1:10 MIN			
TIME OVER 2.6MN: 45 MIN			
TIME OVER 2.8MN: 30 MIN			
TIME OVER 3.0MN: NINEX4 MIN			
12. PURPOSE: SINGLE ENGINE PERFORMANCE			
TYPED NAME AND TITLE	PHONE	SIGNATURE	DATE
			2 MONTH 1600 YEAR
			HRC 65
			NO. OF PAGES 2
DRAFTER	RELEASER		
SECURITY CLASSIFICATION			
<b><del>SECRET</del></b>			
DD FORM 173		REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.	

ABBREVIATED MESSAGEFORM and/or CONTINUATION SHEET		SECURITY CLASSIFICATION <del>SECRET</del>	
PRECEDENCE	RELEASED BY 5748	DRAFTED BY	PHONE
ACTION			
INFO			

13. RIGHT ENGINE TRIMMED DOWN TO 735 DEGREES, LEFT ENGINE DOWN TO 725 DEGREES. DUE TO STALLS RIGHT AB SLOW TO LIGHT DURING TAKEOFF. ACCELERATION WITH NORMAL SCHEDULE AT 2.8 MACH. CIP'S WERE MATCHED WITH LEFT ~~IX~~ ONE HALF POUND LOW. AT 2.53 SOME ROUGHNESS NOTED. AT 79,000 FEET, 3.1 MACH, OPENED FORWARD DOORS, SHUT DOWN RIGHT ENGINE. NO UNSTARTS NOTED. DESCENT AT 350 KEAS TO 60,000 FEET. THEN 400 TO ~~IN~~ 58,000 FEET WHERE LEFT ENGINE BROUGHT BACK TO 6800 RPM. CLOSED BYPASS, WITH 16,000 LBS OF FUEL MAINTAINED. 336 TO 339 KEAS. RELIT RIGHT ENGINE AT ~~XXXXXX~~ 38,000 FEET. HIT TANKER AND TOOK ON 45,000 POUNDS OF FUEL. ACCELERATED OUT AGAIN. AT 2.5 MACH UNSTART OCCURRED, RESTART WITH NO OVER TEMP. REPEATED SHUTDOWN AT 77,000 FEET. 400 KEAS DOWN TO 10,000 FEET ALTITUDE. SPEED AT 10,000 FEET WAS 336 KEAS. RESTARTED RIGHT ENGINE WHICH HANG AT 2600 - 2800 RPM THEN ACCELED OK. DESCENT AND LANDING NORMAL. CHUTE NORMAL.

END OF MESSAGE

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION <del>SECRET</del>	
REGADING INSTRUCTIONS		2	2	SECURITY CLASSIFICATION <del>SECRET</del>	

DD FORM 173-1  
1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

3 Dec 65 01z

TYPE MSG

BOOK SYMBOL SINGLE

PRECEDENCE

ACTION

PRIORITY

INFO

ROUTINE

DTG

FROM

0788

TO:

INFO

ETC AFIDE - WR.PAT

0 R+D

FLTEST

1. ARTICLE 122, FLT 143, 3 DEC 1965.
2. PILOT: [REDACTED].
3. T.O. TIME: 0911 HRS FOR 3 HRS AND 04 MIN.
4. GROSS WEIGHT: 121,500 LBS.
5. C.G.: 20 PERCENT.
6. TEMP: 29 DEGREES WIND: CALM.
7. T.O. DISTANCE: 7000 FEET.
8. T.O. SPEED: 200 KNOTS.
9. MAX MN: 3.13 MN.
10. MAX ALT: 81000 FEET.
11. ~~TIME~~ TIME OVER 2.0MN: 1:05 MIN  
 TIME OVER 2.6MN: 45 MIN  
 TIME OVER 2.8MN: 25 MIN  
 TIME OVER 3.0MN: 10 MIN  
 TIME OVER 3.2MN: N/A MIN  
 TIME OVER 50,000FT: 1:05 MIN
12. PURPOSE: SINGLE ENGINE PERFORMANCE AND OIL CONSUMPTION.

ACTION

INFO

CONTROL NO. None

## SPECIAL INSTRUCTIONS

1 SIGCEN

1 COMDR

1 DES

1 DCU

1 DCM

2 R&amp;D

DATE	TIME
3	
MONTH	YEAR
DEC	65
PAGE NO.	NO. OF PAGES
2	2

DRAFTER

TYPED NAME AND TITLE

PHONE

RELEASER

SIGNATURE

TYPED

SECURITY CLASSIFICATION

REGRADING

DD FORM 173

NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

ABBREVIATED JOINT MESSAGEFORM and/or CONTINUATION SHEET				SECURITY CLASSIFICATION <b>SECRET</b>	
PRECEDENCE		RELEASED BY		DRAFTED BY	
ACTION: <b>ENTIRETY</b>				PHONE	
INFO: <b>ROUTINE</b>					

13. CONFIGURATION: HAM STD INLETS - HS LEFT. BENDIX RIGHT FUEL CONTROLS.

14. SUMMARY: AFTER NORMAL TAKEOFF, TWO ACCELS AND SINGLE ENGINE DECELS WERE MADE. THE FIRST SHUT DOWN WAS AT 81,000 FEET, 3.13RN. THE THROTTLE WAS CHOPPED FROM MAX AB TO CUT OFF AND THE OTHER ENGINE HELD AT MAX AB AND ACFT SPEED AT 400 KEAS ALL THE WAY DOWN TO 21,000 FEET WHERE IT REFUSED TO GO LOWER HOLDING 400 KEAS AND MAX AB. AFTER TAKING SPEED POWER POINTS, THROTTLE WAS REDUCED BELOW AFTERBURNING AND SPEED POWER POINTS WERE TAKEN AT 10,000 FEET AND 300 KEAS. HE THEN RELIT ENGINE, REFUELED FROM TANKER AND REACCELERATED TO 78,000 FEET, 3.08RN AND REPEATED THROTTLE CHOP AND ENGINE SHUT DOWN. HE HELD 400 KEAS, MAX AB TO 60,000 FEET THEN WENT TO MIN AB WHICH BOTTOMED OUT AT 20,000 FEET. AFTER TAKING SPEED POWER POINTS, HE DROPPED OUT OF AB AND WENT DOWN TO 10,000 FEET WHERE HE TOOK POINTS AT 275, 250 AND 230 KEAS.

END                      OF                      MESSAGE

CONTROL NO.	TOR/TOD	PAGE NO. 2	NO. OF PAGES 2	MESSAGE IDENTIFICATION <b>SECRET</b>	INITIALS
REGRAIDING INSTRUCTIONS				SECURITY CLASSIFICATION	

JOINT MESSAGEFORM				RESERVE FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>				7 DEC 65 23 02z	
TYPE MSG		BOOK		MULTI SINGLE	
PRECEDENCE					
ACTION		72530			
INFO		ROUTINE			
FROM		[REDACTED]			
TO		[REDACTED]			
INFO		[REDACTED]			
[REDACTED]		FLTEST			
<p>1. ACFT 122, FLT 145, 7 DEC 1965.</p> <p>2. PILOT: [REDACTED]</p> <p>3. T.O. TIME: 0926HRS FOR 1HR AND 28MIN.</p> <p>4. GROSS WEIGHT: 121,600LBS.</p> <p>5. C.G.: 29 PERCENT.</p> <p>6. TEMP: 29 DEGREES WIND: CALM.</p> <p>7. T.O. DISTANCE: 6100 FEET</p> <p>8. T.O. SPEED: 195 KNOTS.</p> <p>9. MAX MW: 3.14M.</p> <p>10. MAX ALT: 81,500 FEET.</p> <p>11. TIME OVER 2.0M: 40MIN.</p> <p style="margin-left: 40px;">TIME OVER 2.5M: 25MIN.</p> <p style="margin-left: 40px;">TIME OVER 2.8M: 10MIN.</p> <p style="margin-left: 40px;">TIME OVER 3.0M: 04MIN.</p> <p style="margin-left: 40px;">TIME OVER 50,000FEET: 40MIN.</p> <p>12. PURPOSE: SINGLE ENGINE PERFORMANCE, OIL CONSUMPTION.</p>					
TYPED NAME AND TITLE		PHONE		[REDACTED]	
[REDACTED]		[REDACTED]		[REDACTED]	
SECURITY CLASSIFICATION		REGRAIDING INSTRUCTIONS			
[REDACTED]		[REDACTED]			

Has 5887 W/LOT AEDR ETC

SPECIAL INSTRUCTIONS  
 1 SIGCEN  
 1 COMDR  
 1 DCS  
 ① DCO  
 1 DCM  
 2 RND

DATE	TIME
7	7
MONTH	YEAR
DEC	65
PAGE NO.	NO. OF PAGES
1	2

DD FORM 173  
1 NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

953

ABBREVIATED JO MESSAGEFORM and/or CONTINUATION SHEET 5867				SECURITY CLASSIFICATION <del>SECRET</del>	
PRECEDENCE		RELEASED BY		DRAFTED BY	
ACTION PRIORITY					
INFO ROUTINE					
<p>13. SUMMARY: TAKEOFF AND CLIMB NORMAL TO ALT AND SPEED. OPENED BOTH FWD DOORS AND SHUT DOWN R. ENGINE. THEN OPENED AFT RIGHT DOOR. AT 2.3MI, WENT FORWARD WITH RIGHT SPIKE. DECEL TO 350 KEAS IN MAX AB AND SETTLED DOWN TO 27,000 FEET. TOOK SPEED POWER DATA AT THIS POINT AS WELL AS IN MIN AB AT 10,000FEET, MAX AB AT 20,000FEET. MIL AT 20,000FEET. WENT OUT TO JOIN UP WITH TANKER BUT HAD COMM PROBLEMS AND ABORTED FLT. DESCENT AND LANDING, CHUTE NORMAL.</p> <p>14. COMMENTS: INS AND VOR DID NOT COORELATE AT <input type="text"/> VOR.</p>					
<p>END OF MESSAGE</p>					
CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
		2	2	<del>SECRET</del>	
REGRADING INSTRUCTIONS				SECURITY CLASSIFICATION	

DD FORM 173-1  
1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.



JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION			
<b>SECRET</b>			
TYPE MSG	BOOK	MULTI	SINGLE
PRECEDENCE			
ACTION	PRIORITY		
INFO	ROUTINE		
FR		TO	
0 RYD		WADAT RECDR ETC	
FLTEST		INFO	
<ol style="list-style-type: none"> <li>ARTICLE 122, FLT 146, 8 DECEMBER 1965.</li> <li>PILOT: [REDACTED]</li> <li>T.O. TIME: 1019 HRS FOR 4 HRS AND 23 MIN.</li> <li>GROSS WEIGHT: 122,350 POUNDS.</li> <li>C.G.: 19.9 PERCENT.</li> <li>TEMP: 36 DEGREES WIND: CALM.</li> <li>T.O. DISTANCE: 6600 FEET.</li> <li>T.O. SPEED: 200 KNOTS.</li> <li>MAX MW: 3.19MW.</li> <li>MAX ALT: 84,000 FEET.</li> <li>PURPOSE: SINGLE ENGINE PERFORMANCE, OIL CONSUMPTION.</li> <li>SUMMARY: LEFT ENGINE REQUIRED A MODIFIED STARTING PROCEDURE. WOULD NOT START FIRST TRY, SO PILOT HIT START AT FIRST INDICATION OF RPM AND CAREFULLY WORKED UP TO XXXX IDLE RPM. GENERATORS DID NOT COME ON THE LINE FIRST TIME SWITCHED ON, RECYCLED ON THE NEXT TIME AND FORTUNATELY DID NOT DISABLE INS. TAKEOFF AND CLIMB NORMAL TO 3.1MW AND 80,000 FEET.</li> </ol>		SPECIAL INSTRUCTIONS 1 SIGGEN 1 COMDR 1 DCS 1 DCO 1 DCM 2 R&D [REDACTED]	
DATE		TIME	
8		8	
MONTH		YEAR	
DEC		65	
PAGE NO.		NO. OF PAGES	
1		1	
TYPED NAME AND TITLE		PHONE	
[REDACTED]		[REDACTED]	
SECURITY CLASSIFICATION		REGRADING INSTRUCTIONS	

DD FORM 173  
1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

GPO 1965-761-922

ABBREVIATED JO MESSAGEFORM and/or CONTINUATION SHEET				SECURITY CLASSIFICATION <del>SECRET</del>	
PRECEDENCE		RELEASED BY		DRAFTED BY	
ACTION		5000			
PRIORITY					
INFO				PHONE	
ROUTINE					

PILOT FLEW PITCH MANUALLY. OPENED LEFT FWD BYPASS, LEFT AFT BYPASS MANUALLY CLOSED  
 RIGHT FWD OPEN. SHUT DOWN RIGHT ENGINE AND OPENED AFT BYPASS. SPIKES AUTO DOWN  
 TO 2.6M WHERE PILOT WENT TO MANUAL ON SPIKES TO SMOOTH OUT ROUGHNESS.   
 MENTIONED THAT C.G. WAS FAR OFF AT 3.1M SO HE TRANSFERRED FUEL FWD PRIOR TO ENGINE  
 SHUT DOWN. LEFT ENGINE WAS IN MAX AB DOWN TO 60,000 FEET THEN MIN AB AND 350 KEAS  
 DOWN TO SUBSONIC. REDUCED ALT TO 10,000 FEET AND MADE SPEED POWER RUNS AT 250 KEAS.  
 RELIT RIGHT ENGINE, POWER LIGHT OFF WAS VERY SLOW. ACCEL WAS SLOW. RIGHT FWD BYPASS  
 WAS OPEN. RIGHT AFT BYPASS WAS CLOSED FOR ENGINE AIR START. CLOSED RIGHT FWD BYPASS  
 AFTER START. MET TANKER AT 28,000 FEET, MADE CONTACT FOR 50,000 POUNDS. BACKED OFF  
 AND LIT AB. MOVED BACK INTO FILL ARTICLE TO 68,000 POUNDS. SECOND ACCEL SAME AS FIRST  
 TO 3.1M AND 82,000 FEET. LEFT ENGINE IN MIN AB, LEFT AND RIGHT FWD DOORS OPEN, RIGHT  
 AFT DOOR OPEN. SHUT DOWN RIGHT ENGINE. SPIKES AUTO TO 2.6, 350 KEAS. DESCENT 60,000  
 FEET, THEN MANUAL. DESCENT TO 15,000 FEET FOR SPEED POWER DATA. WILD UNSTARTS NOTED  
 DOWN TO 1.6M. DESCENT IN MIN AB WAS  FAIRLY FLAT DOWN TO 1.3M THEN STEEP  
 TO 0.9M AT 350 KEAS. AT 15,000 FEET, LIT LEFT AB AND ACCELED TO 425 KEAS, THEN  
 SLOWED DOWN TO 325, 275, 250 KEAS AND LET DOWN TO 10,000 FEET. CLOSED RIGHT AFT  
 BYPASS, OPENED RT, FWD AND AIR STARTED RIGHT ENGINE. PICKED UP FUEL TO 68,000 POUNDS  
 AGAIN BY SAME PROCEDURE AS MENTIONED PREVIOUSLY. THIRD ACCEL SAME AS SECOND. ACCEL  
 TO 3.1M AND 84,000 FEET. SHUT DOWN RIGHT ENGINE WITH SAME PROCEDURES AS BEFORE.  
 SAME DESCENT PROFILE TO 17,000 FEET. THEN SLOWED TO 300 KEAS AND 10,000 FEET. LEFT  
 EGT DROPPED CONSIDERABLY DURING DESCENT. RELIT RIGHT ENGINE. CLIMBED IN MIN AB TO  
 37,000 FEET AND 1.35M. CUT OFF RIGHT ENGINE, RIGHT FWD AND AFT DOORS OPEN, SPIKES  
 AUTO. LEFT POWER LEVER MAX AB. ARTICLE DESCENDED RAPIDLY FROM 37,000 FEET AND 1.2M  
 IN A STEEP DIVE. COULD NOT HOLD 33,000 FEET, SO RELIT RIGHT ENGINE AND RETURNED TO BASE  
 CONTROL NO.

CONTROL NO.	YOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	DATE
		2	3	SECRET	

REGRADING INSTRUCTIONS  
 SECURITY CLASSIFICATION

DD FORM 173-1

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~~~SECRET~~

FROM

PAGE THREE 5832

TRANSFERRED 3,000 POUNDS FWD, LANDED. CHUTE NORMAL. IES HAD FIVE  
MILE ERROR AND 3 KTS G. S.

END OF MESSAGE

SYMBOL

PAGE

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3

NR OF

PAGES

3

SECURITY CLASSIFICATION

~~SECRET~~

INITIALS

DD FORM 173-1  
MAY 55

★ U. S. GOVERNMENT PRINTING OFFICE: 1962-444744

JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER									
SECURITY CLASSIFICATION <b>SECRET</b>		18 DEC 65 05 46z									
TYPE MSG	ROUTINE	72362									
ACTION <b>PRIORITY</b>											
INFO	ROUTINE										
FROM		SPECIAL INSTRUCTIONS									
TO: <b>OPS FLTEST</b>	INFO: <b>WATGAT DEVIDR ETC</b>	1 SIG CEN 1 COMER 1 DCS 1 DCM 1 DCO 1 R&D									
1. ARTICLE 122 MADE FLT 147 ON 17 DEC 65. PILOT <b>TAKS</b> OFF AT 0947 HOURS FOR 4 HOURS AND 8 MINUTES. GROSS WEIGHT 104,800 LBS, C.G. 23.3 PERCENT, TAKE OFF DISTANCE 3800 FT, TAKE OFF SPEED 190 KTS, PRESSURE ALTITUDE 4365 FT, TEMP 27 DEGREES, WIND 320/10, MAXIMUM SPEED .94 MACH, MAXIMUM ALTITUDE 27,000 FT, PURPOSE: SINGLE ENGINE PERFORMANCE AND OIL CONSUMPTION ON LEFT ENGINE.											
2. STARTED ON SOUTH PAD AND TAKE OFF WAS NORMAL. CLIMBED AT 400 KEAS TO 20,000 FT. THEN SHUT DOWN RIGHT ENGINE AND CRUISE CLIMBED WITH LEFT ENGINE IN MAX AB TO 22,000 FT. GROSS WEIGHT STARTED AT 109,000 LBS DOWN TO 64,000 LBS. MADE MANY TURNS TO STAY IN SOA. THEN REFUELED AND HAD TO USE MANUAL REFUELING PROCEDURE. WAS ABLE TO HOLD 21,000 FT IN MIN AB AT 94,000 LBS DOWN TO 64,000 LB. REFUELED AGAIN AT 94,000 LB GROSS WEIGHT STARTED SPEED POWER POINTS. FOUND MIN AB TOO MUCH POWER TO MAINTAIN 400 KEAS AT 15,000 FT. WENT TO MIL POWER. SPEED AND ALTITUDE DRIFTED DOWN TO <del>13,500</del> 13,500 FT AT 350 KEAS. COULD MAINTAIN 13,900 FT AT 250 KEAS. TOOK ON 50,000 LB MORE FUEL AND CRUISE CLIMBED TO 21,000 FT, 400 KEAS IN MAX AB WITH GROSS WEIGHT AT 84,000 LB. TERMINATED TESTS		<table border="1"> <tr> <td>DATE</td> <td>TIME</td> </tr> <tr> <td>17</td> <td>1600</td> </tr> <tr> <td>DEC</td> <td>65</td> </tr> <tr> <td>PAGE NO.</td> <td>PAGES</td> </tr> </table>		DATE	TIME	17	1600	DEC	65	PAGE NO.	PAGES
DATE	TIME										
17	1600										
DEC	65										
PAGE NO.	PAGES										
DRAFTER TYPED NAME AND TITLE PHONE TELETYPE REC		SIGNATURE									
SECURITY CLASSIFICATION <b>SECRET</b>											
DD FORM 173 1 NOV 63		GPO 1963-761-933									
<b>OUT</b>		REPRODUCTION OF 1 MAY 55 WHICH MAY BE USED.									

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM

6159

~~OUT~~

AND CAME HOME. ALL SAS CHANNELS WENT OUT WHEN PILOT SHUT DOWN RIGHT ENGINE AS HE FAILED TO TRIP R. GENERATOR IN TIME. SAS RESET OK. FOUND NO PROBLEM IN STARTING THE ENGINE PRIOR TO EACH REFUELLING. LAST TIME ENGINE STARTED AT 250 KEAS AND 1100 RPM. TOOK 2 MINUTES TO GET TO IDLE. PILOT STATED THAT THIS FLIGHT SHOULD GIVE VERY GOOD SINGLE ENGINE CRUISE - CLIMB PERFORMANCE DATA. LANDING WAS NORMAL.

END OF MESSAGE

SYMBOL

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PAGES

2

SECURITY CLASSIFICATION

~~SECRET~~

INITIALS

DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1952-644744

~~OUT~~

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER															
SECURITY CLASSIFICATION <b>SECRET</b>				22 DEC 65 01 52z															
TYPE MSG		BOOK		MULTI		SINGLE													
PRECEDENCE				72012															
ACTION		PRIORITY		DTG		6213													
INFO		ROUTINE		TO: <i>FLTEST</i>		INFO: <i>INSTANT AFDR ETC</i>													
1. ACFT <u>122</u> , FLT <u>148</u> , 21 DEC 1965.				SPECIAL INSTRUCTIONS 1 SIGCEN  1 COMDR  1 DCS  ① DCO  1 DCM  2 R&D															
2. PILOT <u>                    </u> .																			
3. T.O. TIME: <u>0933</u> HRS FOR <u>1</u> HRS AND <u>34</u> MIN.																			
4. GROSS WEIGHT: <u>121,000</u> LBS.																			
5. C.G.: <u>19.9</u> PERCENT.																			
6. TEMP: <u>28</u> DEGREES WIND: <u>CALM</u>																			
7. T.O. DISTANCE: <u>6400</u> FT.																			
8. T.O. SPEED: <u>200</u> KNOTS.																			
9. MAX PN: <u>3.17</u> MIN.																			
10. MAX ALT: <u>81,500</u> FT.																			
11. TIME OVER 2.0MN: <u>25</u> MIN																			
TIME OVER 2.6MN: <u>15</u> MIN.																			
TIME OVER 2.8MN: <u>10</u> MIN.																			
TIME OVER 3.0MN: <u>03</u> MIN.																			
TIME OVER 50,000FT: <u>28</u> MIN.																			
12. PURPOSE: <u>SINGLE ENGINE PERFORMANCE TEST.</u>				<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">DATE</td> <td style="width: 50%;">TIME</td> </tr> <tr> <td style="text-align: center;">21</td> <td></td> </tr> <tr> <td>MONTH</td> <td>YEAR</td> </tr> <tr> <td style="text-align: center;">DEC</td> <td style="text-align: center;">65</td> </tr> <tr> <td>PAGE NO.</td> <td>NO. OF PAGES</td> </tr> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">2</td> </tr> </table>				DATE	TIME	21		MONTH	YEAR	DEC	65	PAGE NO.	NO. OF PAGES	1	2
DATE	TIME																		
21																			
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SECURITY CLASSIFICATION				REGRADING INSTRUCTIONS															

DD FORM 173  
NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

☆ GPO 1965-751-933



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM:

PAGE TWO

13. SUMMARY: 360 DEG TURN MADE AFTER TAKEOFF. BOTH BYPASS DOGGS  
WANDERING AS ACFT CLIMBED THROUGH 2.8MM. ACCEL to 3.1MM AND SHUT  
DOWN RIGHT ENGINE. MADE 35 DEG BANKED TURN DESCENDING TO 50,000FT  
IN MAX AB ON LEFT SIDE. CAME OUT OF AB ON LEFT SIDE. LEVELED OFF AT  
20,000FT AND DESCENDED TO 10,000FT. STABLE AT MIL, 350 KEAS AT 10,000FT.  
RELIT LEFT AB, CLIMBED TO 31,000FT WHERE HE STILL HAD 300 FEET PER  
MINUTE RATE OF CLIMB. CAME OUT OF AB AND DESCENDED AT 0.65MM DOWN TO  
13,000LES OF FUEL TO 11000FT. TRIED TO RELITE RIGHT ENGINE, BUT COULD  
NOT GET A RELITE, SO RETURNED TO BASE. LANDING, CHUTE NORMAL.

END

OF

MESSAGE

SYMBOL

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NR

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PAGES

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SECURITY CLASSIFICATION

~~SECRET~~

INITIALS

DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1962-644744

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION					
<b>SECRET</b>					
TYPE MSG	BOOK	MULTI	SINGLE		
PRECEDENCE					
ACTION	PRIORITY				
INFO	ROUTINE				
TO: <span style="border: 1px solid black; padding: 2px;">[REDACTED]</span>				INFO: <span style="border: 1px solid black; padding: 2px;">[REDACTED]</span>	
FLTEST					
<p>1. ARTICLE <u>122</u>, FLT <u>149</u>, 28 DEC 1965.</p> <p>2. PILOT: <span style="border: 1px solid black; padding: 2px;">[REDACTED]</span>.</p> <p>3. T.O. TIME: <u>0945HRS</u> FOR <u>1</u> HRS AND <u>17</u> MIN.</p> <p>4. GROSS WEIGHT: <u>109,600</u> LBS.</p> <p>5. C.G.: <u>22.8</u> PERCENT.</p> <p>6. TEMP: <u>31</u> DEGREES WIND: <u>CALM</u>.</p> <p>7. T.O. DISTANCE: <u>5200</u> FT.</p> <p>8. T.O. SPEED: <u>200</u> KNOTS.</p> <p>9. MAX MN: <u>1.02</u> MN.</p> <p>10. MAX ALT: <u>36,000</u> FT.</p> <p>11. PURPOSE: SINGLE ENGINE PERFORMANCE AND OIL CONSUMPTION.</p> <p>12. SUMMARY: PIDOT CLIMBED TO 36,000FT, SHUT RIGHT ENGINE DOWN, HELD 36,000FT UNTIL SPEED DROPPED TO .85MN AND THEN MAINTAINED THAT SPEED THROUOUT REMAINDER OF TEST. WITH LEFT ENGINE IN MAX AB, AND MAINTAINING .85MN, ACFT STABILIZED AT 28,000FT. PILOT WENT TO MIN AB ON LEFT ENGINE AT THIS TIME (R ENGINE STILL SHUT DOWN), AND STABILIZED AT</p>				<p>SPECIAL INSTRUCTIONS</p> <p>1 SIGCEN</p> <p>1 COMDR</p> <p>1 DCS</p> <p>1 DCO</p> <p>1 DCM</p> <p>2 R&amp;D</p>	
TYPED NAME AND TITLE				PHONE	
SIGNATURE				TYPED	
SECURITY CLASSIFICATION				PAGE AND INSTRUCTIONS	

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION  
~~SECRET~~FROM  
PAGE TWO

17,000FT WITH ABOUT 20,000LBS OF FUEL ABOARD. HE THEN STARTED SINGLE  
ENGINE CRUISE CLIMB, AND WORKED UP TO 20,000FT WITH 10,000LBS OF FUEL  
REMAINING. PILOT RETURNED TO BASE, NORMAL LANDING, CHUTE DEPLOYMENT  
SATISFACTORY.

END OF MESSAGE

SYMBOL

PAGE  
NR 2NR OF  
PAGES 2SECURITY CLASSIFICATION  
~~SECRET~~

INITIALS

DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1953-544744

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION					
<b>SECRET</b>					
TYPE MSG		BOOK		MULTI SINGLE	
PRECEDENCE					
ACTION <b>PRIORITY</b>		DTG			
INFO <b>ROUTINE</b>		FROM			
TO: <b>HQS</b>		INFO <b>WLRAT AFPR FJC</b>			
D <b>R40</b>		FLTEST			
<ol style="list-style-type: none"> <li>1. ARTICLE 122, FLT 150, 14 JAN 1966.</li> <li>2. PILOT: [ ]</li> <li>3. T.O. TIME: 1216HRS FOR 1 HR AND 10 MIN.</li> <li>4. GROSS WEIGHT: 114,000 POUNDS.</li> <li>5. C.G.: 22.8 PERCENT.</li> <li>6. TEMP: 40 DEGREES      WIND: CALM</li> <li>7. T.O. DISTANCE: 5700 FEET.</li> <li>8. T.O. SPEED: 200 KNOTS.</li> <li>9. MAX MIN: 3.15MIN.</li> <li>10. MAX ALT: 84,000 FEET.</li> <li>11. TIME OVZR .2.0M: 41 MIN.</li> <li style="padding-left: 20px;">TIME OVER 2.6M: 36MIN.</li> <li style="padding-left: 20px;">TIME OVER 2.8M: 34MIN.</li> <li style="padding-left: 20px;">TIME OVER 3.0M: 29MIN.</li> <li style="padding-left: 20px;">TIME OVER 50,000FT: 40MIN.</li> <li>12. PURPOSE: [ ] TEST AND OIL CONSUMPTION.</li> </ol>					
DATE		TIME			
MONTH		YEAR			
PAGE NO.		NO. OF PAGES			
TYPED NAME AND TITLE		PHONE		SIGNATURE	
DRAFTER		RELEASER		TYPE	
SECURITY CLASSIFICATION				REGRADING	

DD FORM 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

☆ GPO 1965-761-938

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION  
~~SECRET~~

FROM:

PAGE TWO

13. SUMMARY: FLT PLAN CALLED FOR TWO PASSES OVER HOME PLATE, ONE FROM THE NORTH AND ONE FROM THE EAST. INS AUTO-NAV MALFUNCTIONED DURING FIRST TURN. VOR WAS ALSO UNUSABLE, FORCING PILOT TO UTILIZE GROUND VECTORING TO MAINTAIN SOME SEMBLANCE OF FLT PLAN. DURING CRUISE, C.G. SHIFTED TOO FAR AFT, NECESSITATING FUEL TRANSFER BY PILOT.

END OF MESSAGE

SYMBOL

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NR 2NR OF  
PAGES 2

SECURITY CLASSIFICATION

~~SECRET~~

INITIALS

DD FORM 173-1  
MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1955-644744

DD FORM 173  
1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED



ABBREVIATED JOINT MESSAGEFORM and/or CONTINUATION SHEET				SECURITY CLASSIFICATION <b>SECRET</b>	
PRECEDENCE		RELEASED BY		DRAFTED BY	
ACTION					
INFO					
<p>13. SUMMARY: AFTER NORMAL ENGINE START, STALLS OCCURRED AT 810 DEGREES ON BOTH ENGINES SO THEY WERE TRIMMED TO 778 DEGREES. ACCELERATION WAS MADE ON SCHEDULE THAT OPENED AFT BYPASS DOORS TO 50 PERCENT AT M1.7 AND FWD DOORS TO AUTOMATIC AT M2.0.</p> <p>ENTIRE FLIGHT WAS MADE ON AUTO NAVIGATION WHICH WAS SATISFACTORY ALL THE WAY. MAXIMUM BANK ANGLE WAS 38 DEGREES AT M2.6. MACH HOLD WAS ENGAGED FOR 15 MINUTES AT M3.05 AND HELD BETWEEN 3.04 AND 3.06. AUTO PILOT WAS GOOD THROUGHOUT FLIGHT.</p> <p>NO YAWS WERE ENCOUNTERED AND CIP'S REMAINED MATCHED THROUGHOUT.</p> <p>AFTER CROSSING BASE THE FIRST TIME AT SPEED AND ALTITUDE, #3 INVERTER FAILED WHICH TOOK OUT THE INS, TDI, AND YAW MONITOR, SO FLIGHT WAS ABORTED.</p> <p>THE [ ] APPARANTLY FUNCTIONED WELL. FOLLOW UP REPORT WILL BE FORWARDED BY [ ] AFTER REVIEW OF DATA.</p> <p style="text-align: center;">/// END OF MSG ///</p>					
CONTROL NO. 0773		TOR/TOD		PAGE NO. 2	NO. OF PAGES 2
REGRADING INSTRUCTIONS				MESSAGE IDENTIFICATION	
				SECURITY CLASSIFICATION <b>SECRET</b>	

DD FORM 173-1

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>				117889 03 37z	
TYPE MSG	BOOK	MULTI	SINGLE	117889	
PRECEDENCE					
ACTION	PRIORITY			DTG	
INFO	ROUTINE			FROM [ ]	
TO: [ ]				INFO [ ]	
[ ] FLTEST				SPECIAL INSTRUCTIONS	
<ol style="list-style-type: none"> <li>1. ARTICLE <u>122</u>, FLT <u>152</u>, 10 FEB 1966.</li> <li>2. PILOT: [ ]</li> <li>3. T.O. TIME: <u>1544</u> HRS FOR <u>0</u> HRS AND <u>59</u> MIN.</li> <li>4. GROSS WEIGHT: <u>119,000</u> LBS.</li> <li>5. TEMP: <u>35</u> DEGREES WIND: <u>030/16</u></li> <li>6. C.G.: <u>20.7</u> PERCENT.</li> <li>7. T.O. DISTANCE: <u>5,500</u> FT.</li> <li>8. T.O. SPEED: <u>212</u> KNOTS.</li> <li>9. MAX HR: <u>3.10</u> MIN.</li> <li>10. MAX ALT: <u>73,000</u> FT.</li> <li>11. TIME OVER 2.0MN: <u>21</u> MIN.</li> <li style="padding-left: 20px;">TIME OVER 2.04MN: <u>09</u> MIN.</li> <li style="padding-left: 20px;">TIME OVER 2.8MN: <u>06</u> MIN.</li> <li style="padding-left: 20px;">TIME OVER 3.0MN: <u>03</u> MIN.</li> <li style="padding-left: 20px;">TIME OVER 3.24MN: <u>N/A</u> MIN.</li> <li style="padding-left: 20px;">TIME OVER 50,000FT: <u>21</u> MIN.</li> <li>12. PURPOSE: <u>SYSTEMS TEST.</u></li> </ol>				<ol style="list-style-type: none"> <li>1 SIGCEN</li> <li>1 CQDR</li> <li>1 CHRONO</li> <li><u>D</u> DCO</li> <li>1 DCM</li> <li>2 R&amp;D</li> </ol>	
DATE: <u>10</u>		TIME			
MONTH: <u>FEB</u>		YEAR: <u>65</u>			
PAGE NO		NO OF PAGES: <u>2</u>			
D R A F T E R	TYPED NAME AND TITLE		PHONE	R E L E A S E R	S I G N A T U R E
SECURITY CLASSIFICATION			REGR		

DD FORM 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO : 1964 O-734-601

ABBREVIATED INT MESSAGEFORM and/or CONTINUATION SHEET				SECURITY CLASSIFICATION <del>SECRET</del>	
PRECEDENCE		RELEASED BY		DRAFTED BY	
ACTION		PRIORITY		PHONE	
INFO		ROUTINE			
<p>13. SUMMARY: VIBRATION NOTED IMMEDIATELY AFTER TAKEOFF WHICH WAS ATTRIBUTED TO BE AN OUT OF BALANCE NOSE WHEEL. CLIMBED TO 30,000FT. WENT THROUGH [REDACTED] THEN WENT TO AB FOR CLIMB TO SPEED AND ALTITUDE. USED AUTO NAV IN CLIMB AND NOTED NEEDLE WAS CENTERED. USED AUTO DEST SELECT. OVER POWERED AUTO PILOT TO KEEP BANK ANGLE TO 20 DEGREES. SOME INLET ROUGHNESS NOTED AT .26MN. KE CIP'S WERE TOGETHER. AT 3.1MN L. H. FIRE WARNING CAME ON. REDUCED POWER TO MILITARY AND LIGHTS WENT OUT. CONTINUED DESCENT AND COORDINATED WITH [REDACTED] CONTROL FOR SYSTEMS EWS TEST. DISENGAGED AUTO NAV, PROCEEDED OVER STATION. PILOT NOTED MANY LIGHTS DURING APPROACH TO STATION. PASSED HOME PLATE AT 45,000FT, DESCENDING AND DUMPING FUEL. MADE CCA LOW APPROACH AT NORMAL LANDING. CHUTE OK.</p> <p>14. PILOT COMMENTS: DURING TAXI OUT, SELECTED INS FIX AND NOTED SAS PITCH AND YAW LIGHTS ON. PUNCHED OUT OK.</p> <p style="text-align: center;">END                      OF                      MESSAGE</p>					
CONTROL NO.		TOR/TOD		MESSAGE IDENTIFICATION	
PAGE NO.		NO. OF PAGES		INITIALS	
2		2		<del>SECRET</del>	
REGRAIDING INSTRUCTIONS				SECURITY CLASSIFICATION	

DD FORM 173-1

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER											
SECURITY CLASSIFICATION		<div style="font-size: 2em; font-weight: bold;">SECRET</div> <div style="font-size: 3em; font-weight: bold; margin-top: 5px;">OUT</div>											
TYPE MSG		<div style="font-size: 2em; font-weight: bold;">ROUTINE</div> <div style="font-size: 3em; font-weight: bold; margin-top: 5px;">PRIORITY</div>											
PRECEDENCE													
ACTION													
INFO													
FROM: [REDACTED]		<div style="font-size: 1.5em;">17 FEB 66 03 41z</div> <div style="font-size: 1.5em;">74100</div>											
TO: [REDACTED] <i>HR5</i>		INFO: <i>W. PAT. AHEAD ETC</i>											
SUBJECT: <i>FLTEST OPS</i>		<div style="border: 1px solid black; padding: 5px;">           SPECIAL INSTRUCTIONS            1 SIG CEN            1 COMDR            1 DCO            1 DCM            1 RAD            1 CHRONO         </div>											
<p>1. ARTICLE 122 MADE FLIGHT 153 ON 16 FEB 66. PILOT: [REDACTED]</p> <p>TAKE OFF AT 1418 HOURS FOR 1 HOUR AND 15 MINUTES. GROSS WT 120,400 LBS, C.G. 20.5 PERCENT, TAKE OFF DISTANCE 6,800 FT, TAKE OFF SPEED 195 KTS, PRESSURE ALTITUDE 4,235 FT, TEMPERATURE 47 DEGREES, WIND CALM, MAX SPEED 1.5 MACH, MAX ALTITUDE 46,000 FT. PURPOSE: [REDACTED] TEST AND OIL CONSUMPTION TEST.</p> <p>2. SUMMARY: TAKE OFF AND CLIMB WERE NORMAL. PERFORMED SCHEDULED TESTS SATISFACTORILY. RESULTS OF [REDACTED] TESTS WILL BE REPORTED SEPARATELY. AUTOPILOT WAS USED ENTIRE FLIGHT. LANDING AND CHUTE DEPLOYMENT WERE NORMAL.</p> <p style="text-align: center;">END OF MESSAGE</p>													
		<div style="border: 1px solid black; width: 100px; height: 100px; margin: 10px auto;"></div>											
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>DATE</td> <td>TIME</td> </tr> <tr> <td>16</td> <td>1700</td> </tr> <tr> <td>MONTH</td> <td>YEAR</td> </tr> <tr> <td>FEB</td> <td>66</td> </tr> <tr> <td>PAGE NO.</td> <td>NO. OF PAGES</td> </tr> </table>		DATE	TIME	16	1700	MONTH	YEAR	FEB	66	PAGE NO.	NO. OF PAGES
DATE	TIME												
16	1700												
MONTH	YEAR												
FEB	66												
PAGE NO.	NO. OF PAGES												
TYPED NAME AND TITLE		PHONE											
<div style="border: 1px solid black; width: 100%; height: 100px;"></div>		<div style="border: 1px solid black; width: 100%; height: 100px;"></div>											
SECURITY CLASSIFICATION													
<div style="font-size: 2em; font-weight: bold;">SECRET</div> <div style="font-size: 3em; font-weight: bold; margin-top: 5px;">OUT</div>													
DD FORM 173		EDITION OF 1 MAY 63											

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>				332	
TYPE MSG	BOOK	MULTI	SINGLE		
PRECEDENCE					
ACTION	PRIORITY	[ ]		DTG	
INFO	ROUTINE				
<div style="display: flex; justify-content: space-between;"> <div> <p><i>0 R+D</i></p> <p>REF: [ ]/211</p> </div> <div> <p><i>4/15</i></p> <p>INFO: [ ]</p> </div> <div> <p><i>URGENT HEAD ETC</i></p> <p>FLTEST</p> </div> </div>				SPECIAL INSTRUCTIONS 1 SIGCEN 1 COMDR 1 CHRCNO ① DCO 1 DCM 2 R&D	
SUBJECT: ARTICLE 122, FLT 152, 10 FEB 1966. CORRECTION: ITEM NR. 3 - T.O. TIME: 1544 HRS FOR 0 HRS AND 59 MIN. SHOULD BE: ITEM NR. 3 - T.O. TIME: 1544 HRS FOR 1 HR AND 09 MIN.					
end of message					
ACTION <u>None</u> INFO <u>DCO</u> CONTROL NO. <u>None</u>				[ ]	
TYPED NAME AND TITLE		PHONE		[ ]	
SECURITY CLASSIFICATION					

DD FORM 173  
1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>				18 FEB 66 02 40z 74150	
TYPE MSG	BOOK	MULTI	SINGLE		
PRECEDENCE					
ACTION	PRIORITY			DTG 11	
INFO	ROUTINE				
TO: <u>AKS</u>				INFO: <u>INLET REPR--FIC</u>	
D R40					
FLTEST					
1. ARTICLE <u>122</u> , FLT <u>154</u> , 17 FEB 1966. 2. PILOT: <u>                    </u> . 3. T.O. TIME: <u>1339</u> HRS FOR <u>1</u> HRS AND <u>21</u> MIN. 4. GROSS WEIGHT: <u>120,775</u> LBS. 5. C.G.: <u>20.2</u> PERCENT. 6. TEMP: <u>51</u> DEGREES WIND: <u>CALM</u> . 7. T.O. DISTANCE: <u>7500</u> FT. 8. T.O. SPEED: <u>210</u> KNOTS. 9. MAX MN: <u>3.18</u> MN. 10. MAX ALT: <u>82,000</u> FT. 11. TIME OVER 2.0MN: <u>45</u> MIN. TIME OVER 2.6MN: <u>40</u> MIN. TIME OVER 2.8MN: <u>38</u> MIN. TIME OVER 3.0MN: <u>35</u> MIN. TIME OVER 3.2MN: <u>N/A</u> MIN. TIME OVER 50,000FT: <u>47</u> MIN. 12. PURPOSE: <u>FILLET PRESSURE DIFFERENTIAL M</u>					
TYPED NAME AND TITLE				PHONE	
DRAFTER				RELEASER	
SECURITY CLASSIFICATION				RE	
<div style="float: right; border: 1px solid black; padding: 5px; width: 150px;">             SPECIAL INSTRUCTIONS              1 SIGCEN              1 COMDR              1 CHRONO              1 DCO              1 DCM              2 R4D           </div>					
<div style="float: right; border: 1px solid black; padding: 5px; width: 150px;">             DATE: <u>18</u>              MONTH: <u>FEB</u> YEAR: <u>65</u>              PAGE NO. <u>1</u> NO. OF PAGES <u>1</u> </div>					

DD FORM 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.



## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

SECRET

FROM:

PAGE TWO

7411

10/10/55 12 40z

13. SUMMARY: ENGINE STARTS AND TAKEOFF NORMAL. FLEW .94N THRU TUNNEL, ACCEL TO 450 KEAS FOR CLIMBOUT. AT 1.74N, AFT DOORS PLACED IN "B" POSITION. FORWARD DOORS PLACED IN AUTO AT 2.04N. AT 2.84N, CLOSED AFT DOORS. SOME INLET ROUGHNESS FELT IN 2.6 TO 2.954N REGION. PILOT USED 3.14N FOR CRUISE PORTION OF MISSION. BOTH PASSES OVER BASE (FOR ☐) WERE ON TRACK. ☐ DATA WAS GOOD. LANDING NORMAL, ALTHOUGH DRAG CHUTE DID NOT DEPLOY IMMEDIATELY. PILOT RECYCLED DRAG CHUTE, AND IT FINALLY DEPLOYED AT ABOUT THE 8,000FT POINT.

SQUAWKS: (A). UHF GUARD CHANNEL NOISY.

(B). IFF ~~KIKKKE~~ FAILED IN FLT.

(C). L. OIL PRESSURE FLUCTUATED PLUS AND MINUS 3 PSI, GOT DOWN TO 33 PSI DURING CRUISE.

END OF MESSAGE

SYMBOL

PAGE  
NRNR OF  
PAGES

SECURITY CLASSIFICATION

INITIALS

DD FORM 173-1  
1 MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1952-644744

207000 20z

7-1004

TYPE MSG		BOOK	MULTI	SINGLE
PRECEDENCE				
ACTION PRIORITY				
INFO ROUTINE				
FROM		TG		
TO: 493		INFO		
FLTEST		SPECIAL INSTRUCTIONS		
1. ARTICLE 122, FLT 155, 23 FEBRUARY 1966.		1 SIGCEN		
2. PILOT		1 COMDR		
3. T.O. TIME: 0940 HRS FOR 0 HRS AND 32 MIN.		1 CHRONO		
4. GROSS WEIGHT: 109,100 LBS.		① DCO		
5. C.G.: 19.4 PERCENT.		1 DCM		
6. TEMP: 37 DEGREES WIND: CALM		2 R&D		
7. T.O. DISTANCE: 5600 FT.				
8. T.O. SPEED: 200 KNOTS.				
9. MAX MK: 0.92 MM.				
10. MAX ALT: 13,000 FT.				
11. TIME OVER 2.0MN: N/A MIN.				
TIME OVER 2.6MN: N/A MIN.				
TIME OVER 2.8MN: N/A MIN.				
TIME OVER 3.0MN: N/A MIN.				
TIME OVER 3.2MN: N/A MIN.				
TIME OVER 50,000FT: N/A MIN.				
12. PURPOSE: FILLET PRESSURE SURVEY, OIL CONSUMPTION.				
D R A F T E R	TYPED NAME AND TITLE	PHONE	SIGNATURE	
			TYPED	
SECURITY CLASSIFICATION		REGRADING INSTRUCTIONS		

DD FORM 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO : 1964 O-735-401

## JOINT MESSAGE FORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM:

PAGE TWO

7502

210000 21 18Z

13. SUMMARY: RIGHT NOZZLE FLUCTUATED ON RUNWAY, FUEL TANK READ 0, THEN OK, AFTER WORKING SWITCH. TAKEOFF IN MIN BURNER. ACCEL TO 460 KNOTS, RECORDED DATA. TRANSFERRED FUEL FORWARD THEN WENT TO 470 KNOTS. DUMPED FUEL. FUEL DUMP STOPPED DUMPING AT 25,000 POUNDS; AND LOW LEVEL WARNING LITE CAME ON, THEN STAYED ON. DESCENT AND LANDING NORMAL, ALTHOUGH AFT C.G. WAS NOTED. DURING TAXI IN, ARTICLE ROLLED OVER SOMETHING ON TAXIWAY APRON WHICH JARRED PILOT SUFFICIENTLY TO HIT HIS HEAD ON THE CANOPY.

END

OF

MESSAGE

SYMBOL

PAGE  
NRNR OF  
PAGES

SECURITY CLASSIFICATION

INITIALS

DD FORM 173-1  
1 MAY 55

★ U. S. GOVERNMENT PRINTING OFFICE: 1952-644744

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION <b>SECRET</b>				4 MAR 65 20 32z	
TYPE MSG	BOOK	MULTI	SINGLE	74472	
PRECEDENCE					
ACTION	PRIORITY			DTG	
INFO	ROUTINE			7729	
TO: <span style="border: 1px solid black; display: inline-block; width: 100px; height: 1.2em; vertical-align: middle;"></span>				INFO: <span style="border: 1px solid black; display: inline-block; width: 150px; height: 1.2em; vertical-align: middle;"></span>	
FLTEST				SPECIAL INSTRUCTIONS	
<ol style="list-style-type: none"> <li>1. ARTICLE 122, FLT 156, 4 MAR 66.</li> <li>2. PILOT: <span style="border: 1px solid black; display: inline-block; width: 100px; height: 1.2em; vertical-align: middle;"></span></li> <li>3. T.O. TIME: 1212 HRS FOR 37 MIN.</li> <li>4. GROSS WT: 107,860 POUNDS.</li> <li>5. C.G: 19.1 PERCENT.</li> <li>6. TEMP: 36 DEGREES      WIND: 230/02.</li> <li>7. T.O. DISTANCE: 5600 FEET.</li> <li>8. T.O. SPEED: 185 KNOTS.</li> <li>9. MAX ALT: 14,000 FEET.</li> <li>10. MAX SPEED: 481 KEAS.</li> <li>11. PURPOSE: FILLET PRESSURE/VIBRATION.</li> <li>12. SUMMARY: TAKEOFF NORMAL. <span style="border: 1px solid black; display: inline-block; width: 250px; height: 1.2em; vertical-align: middle;"></span></li> </ol> <p>CAME OUT OF MIN BURNER INTO MIL, NOTED VERY STEEP ALTITUDE. ROUNDED OUT AT 14,000FT. DESCENDED TO 12,000FT. RELIT AB AT 300 KEAS, ACCELED TO 462 KEAS. CAME WAY BACK ON POWER. TRANSFERRED 3800 POUNDS OF FUEL TO TANK 1. ACCELED TO 468 KEAS AND CAME OUT OF BURNER. WENT BACK TO</p>				<ol style="list-style-type: none"> <li>1 SIGCEN</li> <li>1 CDR</li> <li>1 CHRONO</li> <li>1 DCO</li> <li>2 DCM</li> <li>2 RAD</li> </ol>	
TYPED NAME AND TITLE				PHONE	SIGNATURE
DRAFTER				RELEASE	TYPE
SECURITY CLASSIFICATION				REMARKS	

DD FORM 173  
NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

☆ GPO 1965-761-989

## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM:

PAGE TWO

7729

INTO BURMER TO 476 KEAS. CAME OUT OF BURMER. COASTED TO 481 KEAS.  
ARTICLE SMOOTH. DECELED TO 300 KEAS. CYCLED GEAR. DUMPED FUEL.  
LANDING AND CHUTE NORMAL. ANTI SKID POOR.

END

OF

MESSAGE

SYMBOL

PAGE  
NRNR OF  
PAGES

SECURITY CLASSIFICATION

INITIALS

DD FORM 173-1

MAY 55

U. S. GOVERNMENT PRINTING OFFICE: 1962-644744

## JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

17 MAR 66 23 14z

TYPE MSG ☒ ROUTE ☐ MULTI ☐ SINGLE

PRECEDENCE

ACTION ☒ PRIORITYINFO. ☒ ROUTINE

FROM

DTG

8019

74766

TO: HQS

INFO: WR. lat AFROR ETC

O Rtd

FLTEST

SPECIAL INSTRUCTIONS

1 SIGCEN

1 COMDE

1 CHRONO

1 DCO

1 DCM

2 R&amp;D

1. ARTICLE 122, FLT 157, 17 MARCH 1966.
2. PILOT:
3. T. O. TIME: 1112 HRS FOR 1 HRS AND 12 MIN.
4. GROSS WEIGHT: 120,000 LBS.
5. C.G.: 20.1 PERCENT.
6. TEMP: 45 DEGREES WIND: CALM.
7. MAX NW: 3.17 MN.
8. MAX ALT: 83,000 FT.
9. T.O. DISTANCE: 6600 FT.
10. T.O. SPEED: 210 KNOTS.
11. TIME OVER 2.0MN: 46 MIN.  
TIME OVER 2.6MN: 41 MIN.  
TIME OVER 2.8MN: 39 MIN.  
TIME OVER 3.0MN: 35 MIN.  
TIME OVER 50,000FT: 48 MIN.
12. PURPOSE: GENERATOR LOAD CAPABILITY TEST.

DATE	TIME
17	
MONTH	YEAR
MARCH	66
PAGE NO.	NO. OF PAGES

D R A F T E R	TYPED NAME AND TITLE	PHONE	R E L E A S E R	S E C R E T	S E C R E T
SECURITY CLASSIFICATION			REGRADING INSTRUCTIONS		

DD FORM 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

☆ GPO 1965-761-933



ABBREVIATED JOINT MESSAGEFORM  
and/or CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION			
INFO			

13. SUMMARY: TAKEOFF AND CLIMB NORMAL. CRUISED AT 3,100 FOR TEN MINUTES. TRANSFERRED 4,000 POUNDS TO TANK 1 AND TURNED TRANSFER OFF. PUMPS FOR TANKS 1, 4, 5 WERE OPERATING. PILOT TURNED ON AN ADDITIONAL ELECTRICAL LOAD IN THE COCKPIT WHICH BROUGHT TOTAL TO 26 KVA. SWITCHED OFF R. GENERATOR, GENERATOR OUT LITE CAME ON. SWITCHED GENERATOR BACK ON LINE. REPEATED R. GENERATOR SHUT DOWN WITH 28 KVA LOAD WITH NO PROBLEM. DESCENT AND LANDING NORMAL, CHUTE NORMAL.

END OF MESSAGE

CONTROL NO. 8019	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
REGRADING INSTRUCTIONS				SECURITY CLASSIFICATION	

DD FORM 173-1  
1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

JOINT MESSAGEFORM			
SECURITY CLASSIFICATION			
SECRET			
TYPE MSG	BOOK	MULTI	SINGLE
PRECEDENCE			
ACTION			
PRIORITY			
INFO	ROUTINE	FROM	DTG
		6472	
TO:		INFO	
OXCART		FLTEST	
1. ACFT: <u>122</u> , FLT: <u>158</u> , 25 APR 67. 2. PILOT: <u>                    </u> . 3. T.O. TIME: <u>0913</u> HRS FOR <u>1</u> HRS AND <u>28</u> MIN. 4. GROSS WEIGHT: <u>111,427</u> LBS. 5. C.G.: <u>19.7</u> PERCENT. 6. TEMP: <u>45</u> DEG. WIND: <u>310/4</u> KNOTS. 7. T.O. DISTANCE: <u>6400</u> FT. 8. T.O. SPEED: <u>205</u> KNOTS. 9. MAX MN: <u>3.06</u> MN. 10. MAX ALT: <u>82,500</u> FT. 11. TIME OVER 2.0MN: <u>15</u> MIN. TIME OVER 2.6MN: <u>10</u> MIN. TIME OVER 2.8MN: <u>08</u> MIN. TIME OVER 3.0MN: <u>05</u> MIN. TIME OVER 3.2MN: <u>N/A</u> MIN. TIME OVER 50,000FT: <u>17</u> MIN.			
SPECIAL INSTRUCTIONS			
1 SIGCEN			
1 COMDR			
① CHRONO			
① DCO			
1 DCM			
2 R&D			
DATE		TIME	
25			
MONTH		YEAR	
APR		67	
PAGE NO.		NO. OF PAGES	
1		3	
DRAFTER	TYPED NAME AND TITLE	PHONE	RELEASER
	SECRET		
SECURITY CLASSIFICATION		REGRADING INSTRUCTIONS	

DD FORM 173  
1 NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO 1965-761-933

ABBREVIATED JOINT MESSAGEFORM and/or CONTINUATION SHEET				SECURITY CLASSIFICATION	
PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE		
ACTION					
INFO					
<p>12. PURPOSE: PCF.</p> <p>13. SUMMARY: IDLE FUEL FLOW AFTER STARTING WAS HIGHER THAN NORMAL ON BOTH ENGINES. TAXI, BRAKING AND ENGINE TRIM ALL OK. RHP INDICATOR AP- PEARED TO <sup>BE</sup> <del>BE</del> UPSIDE DOWN COMPARED TO OTHER A-12 AND SR-71 GAUGES. INS <del>INS</del> DTG AND G.S. BOTH ZERO AT RUNUPS. [ ] WAS SET ON INS. <i>ins</i></p> <p>HYDRO, AZIMUTH, FRS, SR-1 ALL CHECKED OUT. DURING T/O, ROLL AT 195 KNOTS, THE STICK LOCKED UP IN PITCH JUST AS [ ] STARTED ROTATION. FORE AND AFT PILOT ACTION BROKE IT LOOSE AND IT WAS OK FOR THE REST OF THE FLIGHT.</p> <p>AFTER T/O, AUTO TRIMMERS WERE ENGAGED AND TRIMMED THE ENGINES UP. AT 84.4 DEG, PILOT DISENGAGED AUTO TRIMMERS. PRESSURE SWITCH OK AT 10,000 FT. PRESSURE DUMP AND REFRIGERATION SYSTEM ALL CHECKED OUT OK. REFRIGERATION SWITCH IS HARD TO REACH. AUTO PILOT WORKED GOOD IN ALL FUNCTIONS. ROLL SAS KICKED OFF THE LINE MANY TIMES. CIT INDICATOR WORKED OK, [ ] ALTHOUGH WAS HARD TO READ DUE TO DEEP RECESS. HF RECEPTION IN SHIP WAS POOR DURING FINAL PORTION OF FLIGHT. 400 KEAS ACCEL WAS MADE TO 3.0M. <i>ins</i></p> <p>JUST PRIOR TO ACCEL, ATTITUDE INDICATOR, DTG, BECAME ERRATIC, SO INS WAS SHUT DOWN. SWITCHED TO SR-3 POSITION FOR THE REMAINDER OF THE FLT.</p> <p>LEFT SIDE UNSTARTED AND RECOVERED AT 2.2M, <del>THE</del> THE THROTTLE LOCATED RESTART SWITCH WAS ACTIVATED AT 2.2M. SPIKES AND DOOR POSITION INDICATIONS <i>ins</i> WERE GOOD. AT 77,000FT, WENT TO MIN AB AND FLOATED ON UP TO 80,000 FT. DURING THE DESCENT CAME BACK ON THROTTLES, NOTED HUMBLE IN INLETS WITH FWD DOORS WIDE OPEN. ORBITED AREA CHECKING OUT ALL RADIOS AND NAV FUNCTIONS. PERFORMED ONE G.C.A. ROLL SAS KEPT POPPING OFF LINE IN THE ROUGH AIR.</p> <p>EMERGENCY GEAR ACTUATION WAS OK. MAIN GEAR REQUIRED 65 SECONDS FOR GREEN</p>					
CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	
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<p>LIGHTS AND NOSE GEAR REQUIRED 80 SECONDS. FUEL DUMP WAS OK. FUEL WAS TRANSFERRED FWD. LANDING AND CHUTE NORMAL. ON THE GROUND, SAS WAS CHECKED OK WITH EITHER ENGINE AND THE BATTERY</p> <p>14. PILOT COMMENTS:</p> <p>A. ANTI GLARE <sup>GLASS</sup> <del>CHART</del> IN COCKPIT DID NOT SHOW A GREAT IMPROVEMENT. <span style="float: right;">HSE</span></p> <p>B. C.G. INDICATOR AND ALPHA GAUGE WERE BOTH SUGGESTED AS POSSIBLE IMPROVEMENTS BASED ON SR-71 <sup>EXPERIENCE</sup> <del>EXPERIENCE</del>. <span style="float: right;">J-12</span></p> <p style="text-align: center;">END OF MESSAGE</p>					
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INFO: [REDACTED]		SPECIAL INSTRUCTIONS	
OXCAR [REDACTED] LT TEST 1. ACFT: 122, FLT 154, DATE: 28 APR 67. 2. PILOT: [REDACTED] 3. T.O. TIME: 0817 HRS FOR 2 HRS AND 05 MIN. 4. GROSS WEIGHT: 111,900 LBS. 5. C.G.: 18.9 PERCENT 6. TEMP: 46 DEG; WIND: 240/10 KNOTS. 7. TAKEOFF DISTANCE: 5200 FT. 8. TAKEOFF SPEED: 190 KNOTS. 9. MAX MN: 3.2 MN. 10. TIME OVER 2.0 MN: 1:02 MIN. TIME OVER 2.6 MN: :57 MIN. TIME OVER 2.8 MN: :50 MIN. TIME OVER 3.0 MN: :45 MIN. TIME OVER 3.2 MN: :00 MIN. TIME OVER 50,000 FT: 1:04 MIN.		1-SIGCEN	
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		1-DCM	
		1-CHRONO	
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INFO <b>ROUTINE</b>			

12. PURPOSE OF FLIGHT: FCF, CRUISE PERFORMANCE.

13. SUMMARY: TOOK OFF AND JOINED UP WITH TANKER. COCKPIT COOLING WAS A PROBLEM. TEMPERATURE WENT <sup>UP</sup> TO 64 DEGREES F IN FULL COLD.   WENT TO EMERGENCY COOLING WHICH WORKED SATISFACTORILY. DROPPED OFF TANKER WITH 69,500 LBS ON BOARD. AT 1.7 MACH DURING ACCEL THE RIGHT AFT BYPASS WAS OPENED 50 PERCENT AND THE LEFT 15 PERCENT. AT 2.2 MACH THE LEFT SIDE UNSTARTED. PLACED LEFT AFT DOOR AT B AND ACCEL CONTINUED SMOOTHLY. ACCEL WAS HELD TO 435 KEAS IN ROUGH AIR. REACHED START CRUISE WITH 40,000 POUNDS ON BOARD. AFTER 12 MINUTES AT CRUISE NOTED SMOKE IN THE COCKPIT WHICH APPEARED TO COME FROM AIR CONDITIONING. SMOKE CONTINUED THROUGH CRUISE AND INTO DESCENT TO 40,000 FEET. AT 85,000 FEET COCKPIT ALTITUDE WAS 24,500 FEET. FORWARD DOORS WERE OPEN DURING CRUISE. FOLLOWING THE DESCENT FROM CRUISE ALTITUDE THE PILOT NOTED THE LEFT GENERATOR LIGHT AND NUMEROUS OTHER LIGHTS FLUCTUATING ON AND OFF. SWITCHED LEFT GENERATOR OFF AND THE RIGHT PICKED UP THE LOAD. LANDING AND CHUTE NORMAL.

14. PILOT COMMENTS:

- (1) STICK HAS A LOOSE BEARING IN PITCH AXIS.
  - (2) WITH TANK SPEEDING LOST THE PITCH TRIM WAS 2 AND 1/2 DEGREES NOSE DOWN AT THE START OF CRUISE AND 1 DEGREE NOSE DOWN AT END OF CRUISE
  - (3) MACH HOLD GOOD.
  - (4) LEFT ENGINE TRIMMED UP TO 845 DEGREES WITH AUTO TRIMMER.
- RIGHT WAS NORMAL.

END OF MESSAGE

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FROM: <span style="border: 1px solid black; padding: 2px;">[REDACTED]</span>		8331	
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OXCART <span style="border: 1px solid black; padding: 2px;">[REDACTED]</span>		FLTEST	
1. ACFT: 122, FLT: 161, DATE: 14 JULY 67 2. PILOT: <span style="border: 1px solid black; padding: 2px;">[REDACTED]</span> 3. T.O. TIME: 0710 FOR 1 HR AND 30 MIN. <span style="float: right;">1418 138 1556</span> 4. GROSS WEIGHT: 111,147 LBS. 5. C.G.: 19.1 PERCENT. 6. TEMP: 61 DEG; WIND: CALM 7. T.O. DISTANCE: 5,600 FT. 8. SPEED: 190 KTS. 9. MIN. H: 3.2 MIN. 10. MAX ALT: 11,600 FT. 11. TIME OVER 2.0 MIN: 17 MIN TIME OVER 2.6 MIN: 12 MIN TIME OVER 2.8 MIN: 10 MIN TIME OVER 3.0 MIN: 08 MIN TIME OVER 3.2 MIN: 05 MIN 12. PURPOSE OF FLIGHT: FUNCTIONAL CHECK FLT./3.2 MACH.			
<div style="border: 1px solid black; padding: 5px; display: inline-block;">           ACTION <span style="border: 1px solid black; padding: 2px;">[REDACTED]</span>            INFO <span style="border: 1px solid black; padding: 2px;">[REDACTED]</span>            CONTROL NO. <span style="border: 1px solid black; padding: 2px;">[REDACTED]</span> </div>			
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13. SUMMARY: TAKEOFF AND 400 KEAS ACCELERATION WERE MADE WITH NORMAL SCHEDULE TO 3.2 MACH. FOLLOWING THIS A 180 DEGREE TURN AND DESCENT TO THE TANKER WAS MADE. ARTICLE WAS REFUELED TO 67,800 LBS. DURING THE SECOND ACCELERATION AT 1.1 MACH THE RIGHT EGT WAS HIGH AND MAXIMUM DOWNTRIM WAS APPLIED. RIGHT SIDE DERICHED TO 820 DEGREES. FULL DOWN-TRIM SETTLED AT 812 DEGREES. WHEN THE DERICH CIRCUIT WAS REARMED THE EGT IMMEDIATELY DERICHED. THE ATTITUDE GYRO WAS ROLLING 160 DEGREES TO THE LEFT SO PILOT ABORTED MISSION AND RETURNED TO [ ] RIGHT EGT DROPPED TO BELOW 800 DEGREES AT [ ] REARMED THE RIGHT DERICH WITH NO NOTICEABLE EFFECT.

14. PILOT COMMENTS: STICK SCRAPING ON FORWARD RIGHT SIDE NEAR THE CENTER POSITION.

END OF MESSAGE

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